MAMMOTH
4x4 SUSPENSION PARTS

2" SUSPENSION LIFT KIT

(1997-2006 WRANGLER TJ)

INSTALLATION INSTRUCTIONS

CONTENTS

(2) Front Shocks
(2) Rear Shocks
(2) Front Spring Spacers
(2) Rear Spring Spacers
(2) M10x1.50 x 90mm Bolts
(2) M10 Flat Washers

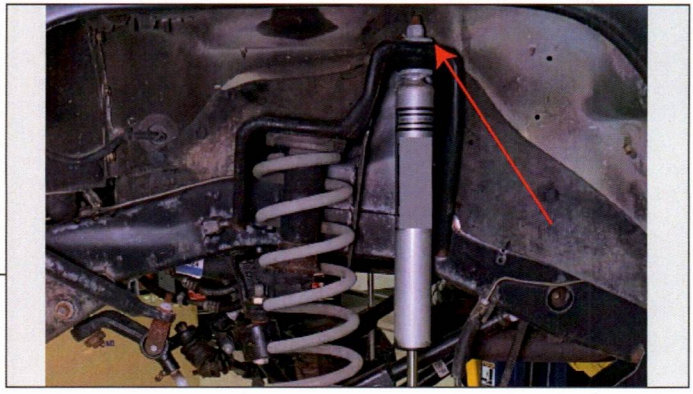
TOOLS REQUIRED

10, 13, 15, 16, 17, 18, 19, 21 Wrenches
10, 13, 15, 16, 17, 18, 19, 21 Sockets
T-55 Torx Socket
Socket Wrench
Pry Bars
Spring Compressor
Hammer
Spray Lubricant
Torque Wrench
Breaker Bar
Jack and Jack Stands
Adjustable Wrench

STEP 1 (FRONT)

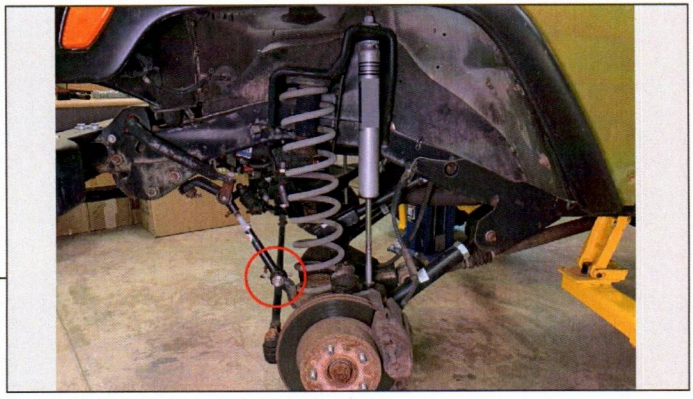
Lift and support the vehicle using a jack and jack stands under the vehicle frame. Remove all wheels from vehicle. Lightly apply pressure to the front axle by lightly jacking under the differential.

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.



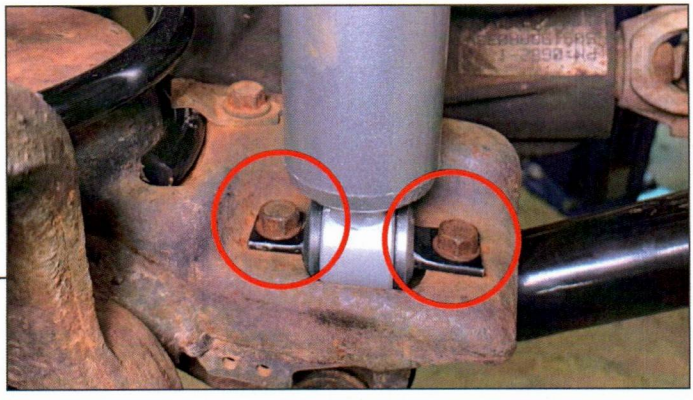
STEP 2

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



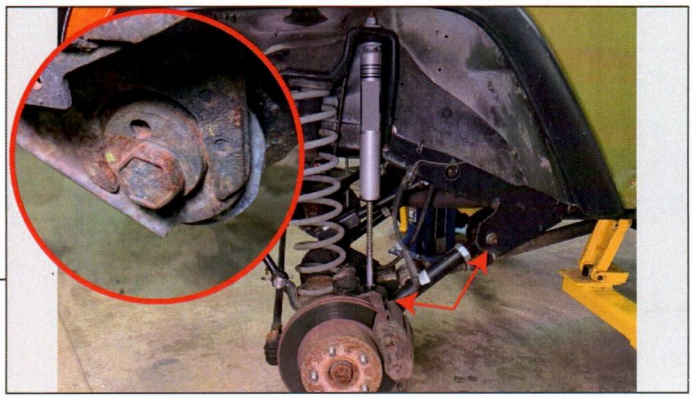
STEP 3

Remove the sway bar link bolt from the axle mount using a T55 Torx socket and a 18mm socket. Move the sway bar link aside.



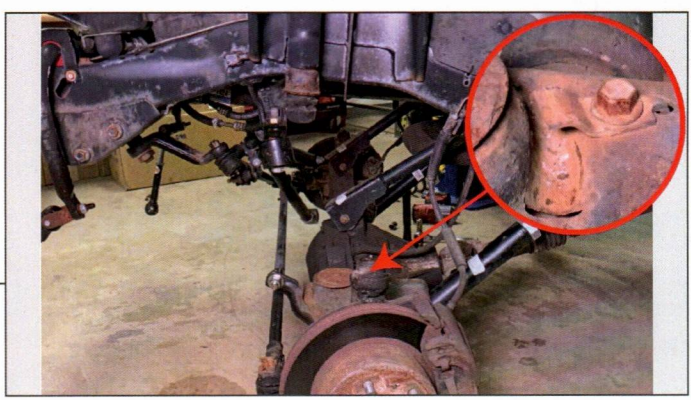
STEP 4

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



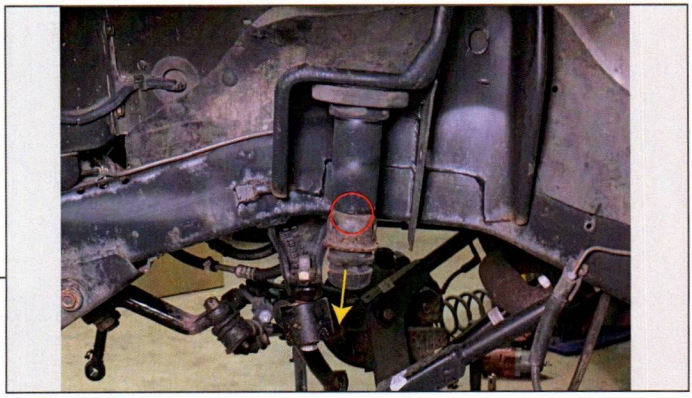
STEP 5

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



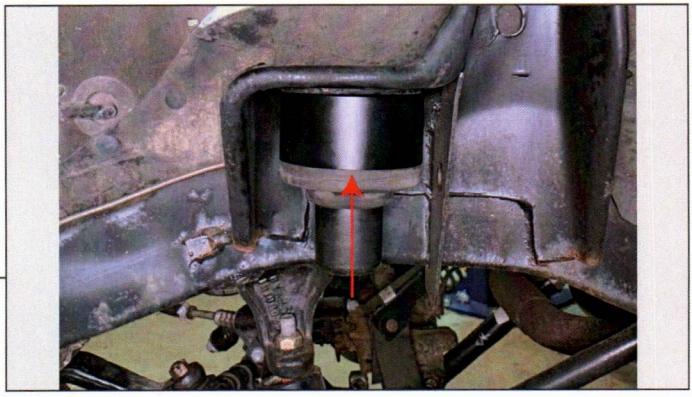
STEP 6

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.



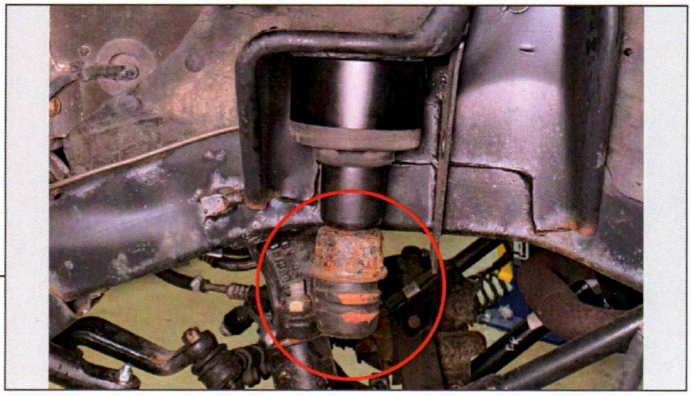
STEP 7

Pull the bump stop pad out of the bump stop cup. Remove the 16mm bolt inside the cup, then lower the cup and spring isolator from the frame.



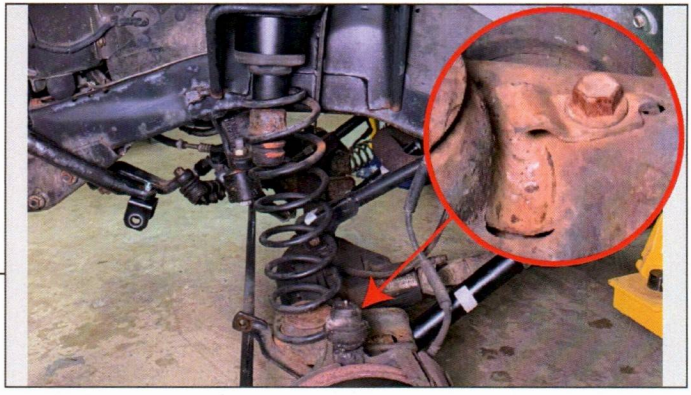
STEP 8

Install the provided front spacer onto the frame, following with the original spring isolator. The spacers are directional; the spacer will sit flush with the frame.



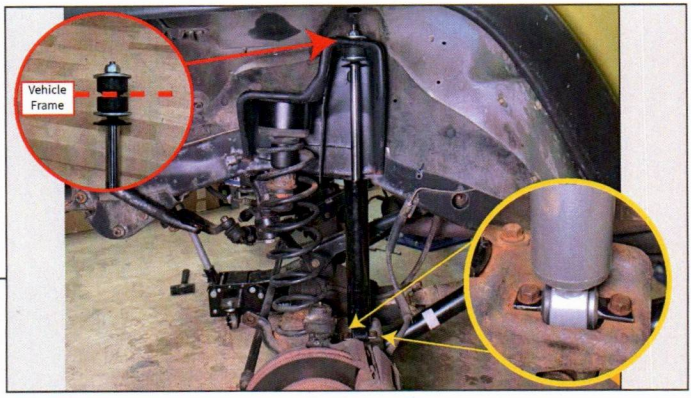
STEP 9

Reinstall the bump stop cup using the original hardware. Reinstall the bump stop pad by tapping into place with hammer.



STEP 10

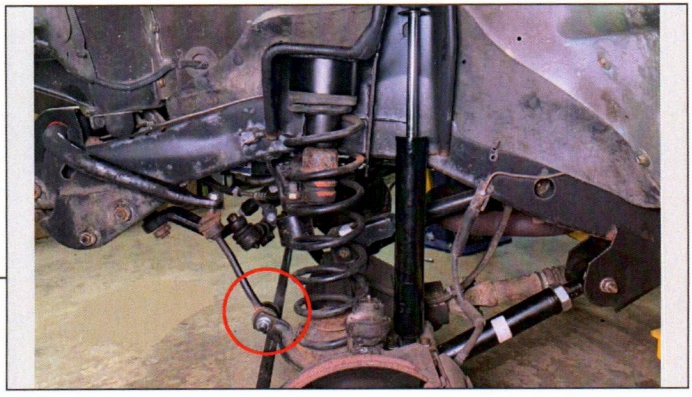
Reinstall the original coil spring into the vehicle. Align the bottom of the spring into the cutout in the axle housing, then reinstall the spring clip to secure the spring into place.



STEP 11

Install the provided shock absorber into the vehicle. Place the top of the shock into the frame, and loosely install the provided 19mm nut. Align the shock to the axle mount and secure the bottom of the shock to the axle using the original 13mm bolts.

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



STEP 12

Reinstall the sway bar link onto the axle using original hardware.

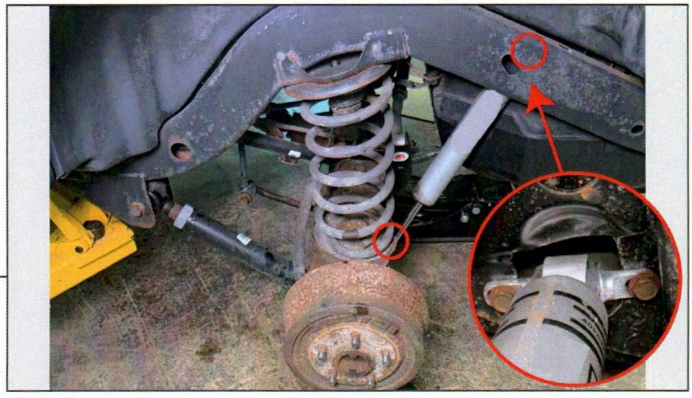
STEP 13

Secure the track bar to the axle using the provided the original hardware. While the tires are on the ground, turn the steering wheel to move the body with the track bar. Once aligned, insert the bolt.

Front installation is now complete.

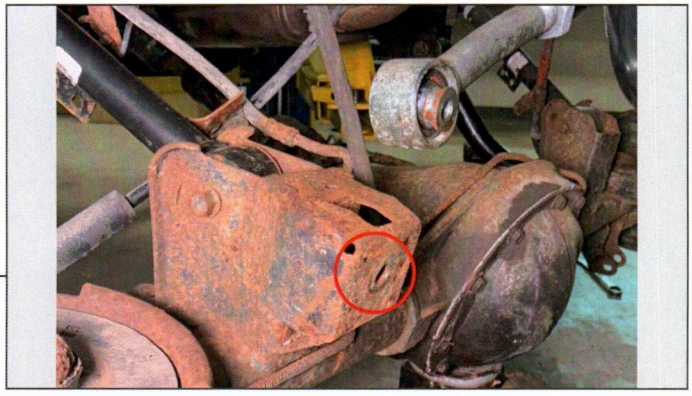
STEP 14 (REAR)

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 15 (REAR)

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



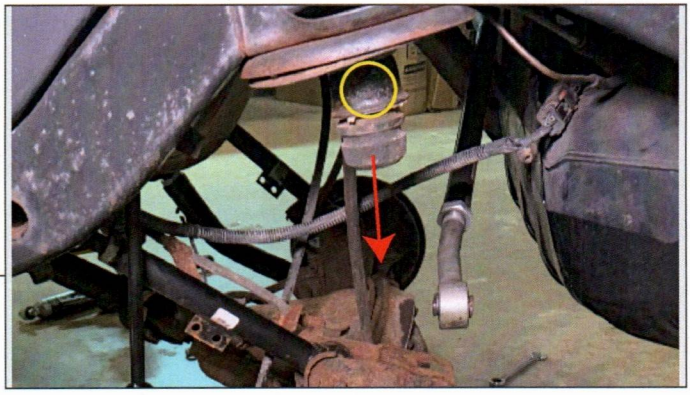
STEP 16

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 17

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 18

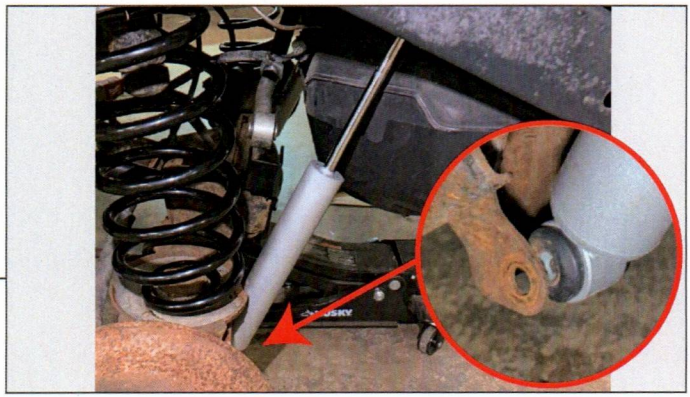
Pull the bump stop pad out of the bump stop cup. Remove the 16mm bolt inside the cup, then lower the cup and spring isolator from the frame.

STEP 19

Lower the spring isolator and bump stop cup. Install the coil spring spacer first, then the spring isolator and bump stop cup following. Use the provided M10 x 90mm bolt and flat washer to secure the spacer to the vehicle.

STEP 20

With the axle lowered, reinstall 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 21

Bolt the shock absorber to the axle using original hardware. Reinstall the wheels onto the vehicle. Set the vehicle onto the ground, and install the shock absorber to the frame of the vehicle.

Note: Using an adjustable wrench, spread the lower shock mount sides apart if necessary to fit the shock absorber. The shock absorbers cannot be installed at full suspension droop.

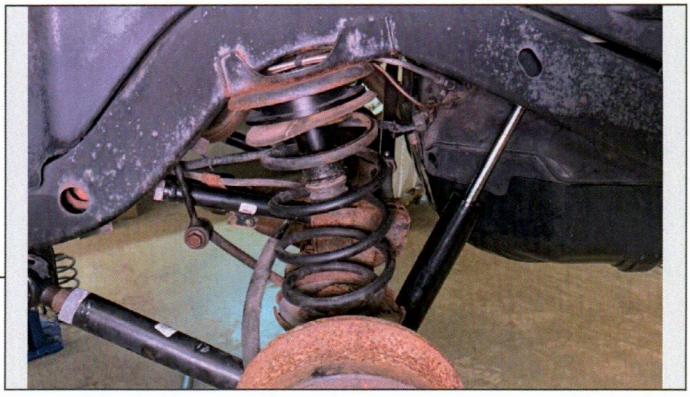
STEP 22

With the vehicle on the ground, reinstall the rear sway bar links into the vehicle reusing original hardware.

STEP 23

With the vehicle on the ground, reinstall the track bar onto the axle reusing original hardware.

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



STEP 24

Rear installation is now complete.

STEP 25

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.

NOTICE

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.
- Lower Control Arm Bolts to Frame: 130 ft. lbs.
- Lower Control Arm Bolts to Axle: 130 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.