

JEEP CJ models 55-86



INSTALLATION INSTRUCTIONS

Before beginning the installation, read these instructions and the enclosed driver's "WARNING NOTICE" thoroughly and completely. Also affix the "WARNING" decal in passenger compartment in clear view of all occupants.

Due to the inconsistency of vehicles when manufactured and the various options available, the amount of actual lift gained by this [lift kit](#) can vary as much as ½".

As trivial as step 1 may seem, it is *very important* to perform and record measurements in the event assistance is needed after installation is completed.

BEGIN INSTALLATION:

1. Make sure to park the vehicle on a level concrete surface. Many times a vehicle is unlevel from side-to-side (even when brand new), but usually not noticed until modifying the suspension with a lift kit which makes it more noticeable. If the vehicle is unlevel beforehand it will also after the lift is installed. Using a measuring tape, measure the front and rear (both sides) from the ground up to the center of the fender opening above each axle. Record below for future reference.

BEFORE

Driver side, Front: _____ Rear: _____ Passenger side, Front: _____ Rear: _____

AFTER

Driver side, Front: _____ Rear: _____ Passenger side, Front: _____ Rear: _____

FRONT INSTALLATION:

2. Open the bushing bag that is marked "F" for front (on 55-75 models the front and rear bushings are the same so there is only 1 bag enclosed). Apply a thin coat of lithium-based grease around the polyurethane bushings and insert into each eye of the new front springs then apply a thin coat on the outside of bushings. Insert the metal sleeves into the springs eyes (on 76-86 models, sleeves are only required in the larger eyes).
3. Raise front of vehicle and support securely with jack stands under the frame behind front springs and block the rear wheels. Remove the tires, shocks, u-bolts (**Caution: once the u-bolts are removed, the front axle will be free to move, so support securely on a floor jack**). Loosen but do not remove, the bolts attached to the sway bar.

If a drop pitman arm was purchased, disconnect the tie rod from the original pitman arm; and install new arm following the instructions included with the drop pitman arm.

4. Unbolt each end of the front leaf springs and remove both springs from vehicle. (If new shackle bushings were purchased, grease and install them at this time, #SE3CJ for 55-75 models and #SE4CJ for 76-86 models.) When installing the new springs on 76-86 models, be sure to install them so that the end with smaller-eyes are toward the front bumper. On 55-75 models, install the front springs in either direction.
(NOTE: It is important to NOT tighten the spring eye bolts at this time. If SOFTRIDE® springs are tightened, with no load being applied on the springs, a false lift and stiff ride will result. These bolts will be tightened later in step 6 once the vehicle is on the ground.)
5. While still supporting the front axle with the floor jack, lower axle down to the leaf springs. Be sure the tie bolt heads align and fit into the holes in the axle housing. Install the new u-bolts included in this lift and torque them to 80 ft.lbs. On all CJ models, one of the front u-bolts is wider than the other 3, as was originally. On 55-75 models the other 3 front u-bolt are only slightly narrower ($2\frac{1}{2}$ ") than the 4 rear u-bolts ($2\frac{3}{4}$ "), and some models may need to drill out holes in u-bolt pad to $\frac{1}{2}$ ". If new bump stop brackets (#BP30) were purchased, they should be installed along with the u-bolts.
6. Install the new shocks and tires then lower vehicle down to the ground. Stand of the front bumper and bounce vehicle vigorously to help relieve any friction or binding. **Tighten the spring eye bolts at this time.** Finally, re-tighten the sway bar bolts that were loosened in step 3, or install the sway bar lowering kit #SBL20, if purchased.

REAR INSTALLATION:

7. Open the bushing bag that is marked "R" for rear (on 55-75 models the front and rear bushings are the same so there is only 1 bag enclosed). Apply a thin coat of lithium grease around the polyurethane bushings and insert into each eye of the new front springs then apply a thin coat on the outside of bushings. Insert the metal sleeves into the springs eyes (on 76-86 models, sleeves are only required in the larger eyes).
8. Raise rear of vehicle and support securely with jack stands under the frame in front of the rear springs and block the front wheels. Remove the tires, shocks and u-bolts (**Caution: once the u-bolts are removed, the rear axle will be free to move, so support securely on a floor jack.**).
9. Unbolt each end of the rear leaf springs and remove both springs from vehicle. (If new shackle bushings were purchased, grease and install them at this time, #SE3CJ for 55-75 models and #SE4CJ for 76-86 models.) When installing the new springs on 76-86 models, be sure to install them so that the end with smaller-eyes are toward the rear bumper. On 55-75 models, install the rear springs in either direction.
(NOTE: It is important to NOT tighten the spring eye bolts at this time. If SOFTRIDE® springs are tightened, with no load being applied on the springs, a false lift and stiff ride will result. These bolts will be tightened later in step 11 once the vehicle is on the ground.)
10. While still supporting the rear axle with the floor jack, lower axle down to the leaf springs. Be sure the tie bolt heads align and fit into the holes in the axle housing. Install the new u-bolts included in this lift and torque to 80 ft.lbs. If new bump stop brackets were purchased, they should be installed along with the u-bolts. (#BP30)

11. Install the new shocks and tires then lower vehicle down to the ground. Stand on the rear bumper and bounce vehicle vigorously to help relieve any friction or binding. **Tighten the spring eye bolts at this time.**
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NOTE: After driving the first 50 miles, retorque **ALL** nuts, bolts and **ESPECIALLY U-BOLTS**, torque again for another 100 miles and then check periodically thereafter.

TROUBLE SHOOTING

Upon completion of installing the entire lift (front and rear) if the vehicle appears to sit unlevel go to step 1 and record the AFTER measurements to verify the amount of lift obtained at each point. If the vehicle does sit unlevel and **it did not in sit unlevel in step 1**, the following can be checked:

1. Be sure all of the polyurethane bushings were greased well so that they will not restrict the spring's movement.
2. Check the condition of the shackle bushings in the frame (if not replaced with new ones) to be sure they are not worn, and if so, replace them with new polyurethane bushings, available from SKYJACKER®. (See step 4 for part numbers.)
3. Check the body bushings between the frame and the body to be sure they are not showing wear. If so, SKYJACKER® offers replacement polyurethane kits.
4. In order to be sure that the bushings are not restricting the spring from being at the correct ride height, loosen (do not remove) the spring eye bolts. Then stand on the bumpers and bounce the vehicle up and down vigorously to free up the bushings and then retighten spring eye bolts. (Even if this was done in steps 6 and 11, this should be done again after the entire lift is installed.)

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