



SUPERLIFT®

S U S P E N S I O N

Superlift adjustable track bar for JEEP WRANGLER (TJ), CHEROKEE (XJ), AND GRAND CHEROKEE (ZJ) 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:

- Superlift offers two different track bar lengths depending on the lift height of the vehicle: #55-08-5070 is intended for vehicles lifted 2"-4", while #55-11-5100 is intended for vehicles lifted 4"-6". Maximum exposed adjustment thread is 1-1/8" with either bar. If more adjustment is needed when using the 5070 track bar, the 5100 track bar may be substituted.
- 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.
- 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 <small>(Qty.- if more than one)</small>	NEW ATTACHING HARDWARE <small>(Qty.- if more than one)</small>
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55-08-5070	adjustable track bar body, front ... 2" – 4" lift	(2) bushing half (1) extra-thick washer (1) sleeve (1) 1/2" X 3-1/2" bolt (1) nyloc nut
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OR

55-11-5100	adjustable track bar body, front ... 4" – 6" lift	(2) bushing half (1) extra-thick washer (1) sleeve (1) 1/2" X 3-1/2" bolt (1) nyloc nut
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55-02-5070.....spacer

55-03-5070.....heim joint end	(1) 1/2" x 3-1/2" bolt w/ hole (1) 1/2" castle nut (1) 1/2" washer (1) cotter pin (1) 3/4" jam nut
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55-04-5070.....tapered spacer

00461decal, "Warning To Driver"

INSTALLATION PROCEDURE

1) PREPARE VEHICLE...

Position the vehicle on a level surface with the front tires pointing straight ahead. Put the vehicle in park or First gear, set the emergency brake, and chock the rear wheels to prevent any possibility of movement. The vehicle should remain on the ground with the suspension "loaded" at normal operating weight to reflect the true ride height.

2) TRACK BAR REMOVAL...

Prior to removing the stock track bar, inspect the attaching points for movement while moving the steering wheel left and right. The bar-to-frame mounting stud is prone to work loose while the axle mounting holes tend to elongate. If any of these conditions exist, repair the attachment points before proceeding. Any looseness will create tire / wheel shimmy.

Remove the factory track bar from the vehicle and set aside.

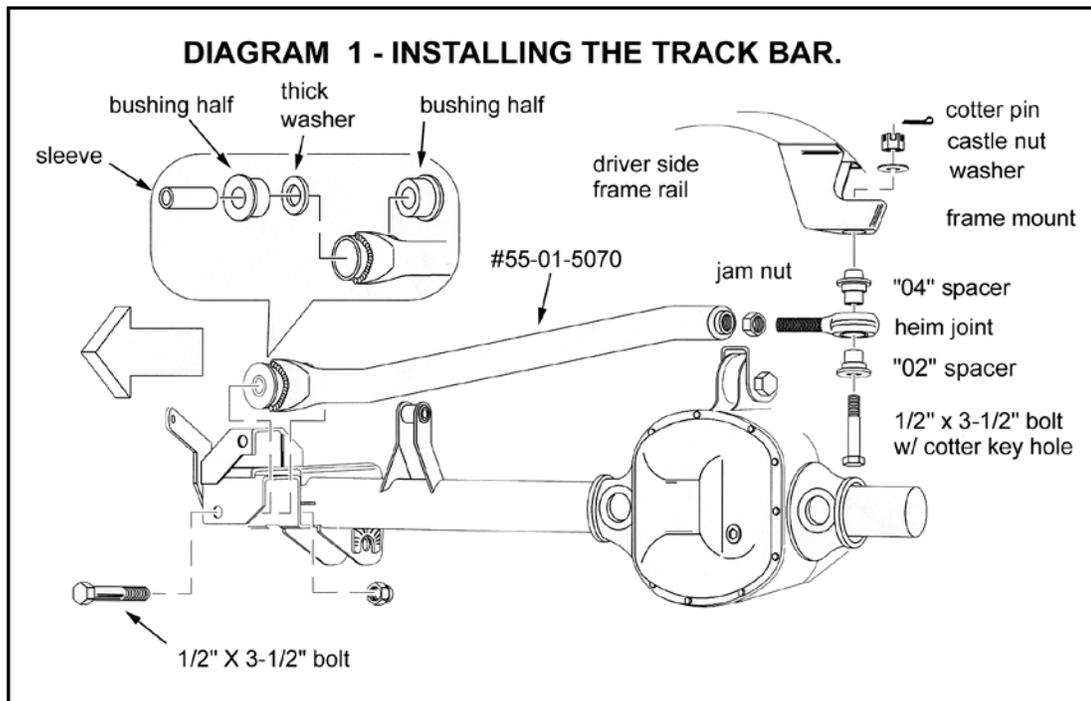
3) DRILLING THE AXLE MOUNT...

- Drill out the existing mounting hole for the track bar on the axle using a 1/2" drill bit.

NOTE FOR TJs: If the stock track bar's lower mounting hole was relocated per Superlift's 4" lift instructions, drill out and use the factory mounting hole.

4) SUPERLIFT TRACK BAR...

- Lubricate and install the supplied bushings and sleeves in the lower end of the track bar (55-08-5070). Note that the supplied thick washer should be positioned between the two bushing halves inside the eye of the bar.
- Thread the heim joint (55-02-5070) with the supplied jam nut in the upper end of the track bar.
- Lay the "01" track bar next to the original bar on a level surface. Adjust the "01" bar so that it matches the length of the original bar and snug the jam nut. This will provide a baseline for final adjustment.



- [DIAGRAM 1] Slide the bushing end of the track bar into the axle bracket and attach using the supplied 1/2" x 3-1/2" bolt and nyloc nut (57).
 - Insert the tapered spacer (55-04-5070) in the frame mount, then attach the heim end of the track bar followed by the standard spacer (55-02-5070) as shown in Diagram 1. Connect using the 1/2" x 3-1/2" bolt with cotter pin hole, washer, and castle nut (57).
- #### 5) TRACK BAR ADJUSTMENT...
- Verify that the tires are still 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 recorded in the previous step; 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. In most cases, the track bar on a lifted vehicle needs to be longer than stock.
- Remove the upper end of the track bar from the vehicle and make the appropriate adjustments. Tighten the jam nut firmly, then reattach the bar to the frame and torque (57).
- Wiggle the front tires back and forth several times to fully seat the track bar. Repeat the measuring procedure to verify the adjustments made were correct.

NOTE: The maximum amount of adjustment is no more than 3/8" of exposed heim joint threads as measured from the end of jam nut.

- Install the supplied cotter pin in the castle nut on the upper end of the track bar.

6) FINAL CLEARANCE AND TORQUE CHECK...

- Double-check all fasteners for proper torque, including the jam nut.
- Install the supplied cotter pin in the castle nut on the upper end of the track bar.
- Cycle the steering lock-to-lock and verify proper track bar clearance with the steering stabilizer, differential, drag link, and any other components.

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.

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