



SUPERLIFT®

S U S P E N S I O N

Superlift Adjustable Front Track Bar for 2007 and Newer Jeep Wrangler (JK) 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:

- **Prior to beginning the installation, check all parts and hardware in the box with the parts list below. If you find a packaging error, contact Superlift directly. Do not contact the dealer where the system was originally purchased. You will need the control number from each box when calling; this number is located at the bottom of the part number label and to the right of the bar code.**
- A foot-pound torque reading is given in parenthesis () after each appropriate fastener.
- Do not fabricate any components to gain additional suspension height.
- 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
5770	front track bar

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 axle and frame 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. Save hardware for reuse.

3) TRACK BAR...

- Insert the "adjustable" end of the track bar in mount on the axle. Secure using the factory bolt. Do not tighten at this time.
- Position the upper end of the bar in the track bar mount on the frame and secure it using the factory bolt. Do not tighten at this time.

4) FRONT TRACK BAR ADJUSTMENT...

- Verify that the tires are 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 lower end of the track bar from the vehicle and make the appropriate adjustments. Tighten the jam nut firmly, then reattach the bar to the axle and torque (130).
- 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 1-1/8" of exposed threads as measured from the end of the track bar.

5) FINAL CLEARANCE and TORQUE CHECK...

- With vehicle on floor, cycle steering lock-to-lock and inspect the tires / wheels, and the steering, suspension, and brake systems for proper operation, tightness, and adequate clearance.

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.

SUPERLIFT SUSPENSION SYSTEMS

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