



## 92-98 JEEP ZJ 1 $\frac{3}{4}$ " LIFT KIT

Rough Country recommends this system be installed by a certified technician. In addition to these instructions, professional knowledge of disassemble/reassembly procedures as well as post installation checks must be known. Attempts to install this system without this knowledge and expertise may jeopardize the integrity and/or operating safety of the vehicle.

Please read instructions before beginning installation. Check the kit hardware against the parts list. Be sure you have all needed parts and know where they go.

With the installation of all lift kits and larger tires it is important to check the condition of your steering stabilizer. If the stabilizer is worn or is leaking it should be replaced. Steering stabilizers are designed to restrain "bump steering" and front end vibration, giving added life to tires, ball joints, and other steering components. A multiple stabilizer kit is recommended for vehicles equipped with a snow plow, winch, or larger tires

### PRODUCT USE INFORMATION

As a general rule, the taller a vehicle is, the easier it will roll. Offset, as much as possible, what is lost in rollover resistance by increasing tire track width. In other words, go "wide" as you go "tall". Many sportsmen remove their mud tires after 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 rollover 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 performance and capability 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 after-market parts to increase vehicle height over the intended height of the Rough Country product purchased. Mixing component brands is not recommended.

Rough Country makes no claims regarding lifting devices and excludes any and all implied claims. We will not be responsible for any product that is altered.

If question exist we will be happy to answer any questions concerning the design, function, and correct use of our products.

### NOTICE TO DEALER AND VEHICLE OWNER

Any vehicle equipped with any Rough Country product should have a "Warning to Driver" decal installed on the inside of the windshield or on the vehicle's dash. The decal should act as a constant reminder for whoever is operating the vehicle of its unique handling characteristics.

INSTALLING DEALER - it is your responsibility to install the warning decal and forward these installation instructions on to the vehicle owner for review. These instructions should be kept in the vehicle for its service

### INSTALLATION INSTRUCTIONS

1. Park the vehicle on a level surface and chock the rear tires. Jack up the front of the vehicle and support the front of the vehicle with jack stands. Remove the tires and wheels. Remove the stock shock absorbers.
2. Place the floor jack underneath the axle. Jack up the floor jack to apply a slight load to the coil springs.
3. Remove the upper sway bar bushing assembly. Remove the coil clip on the lower coil mount. Save the stock hardware, it will be reused. Lower the jack to unload the coil springs. But do not totally remove the floor jack.
4. Remove the stock coil spring. Repeat this procedure for the opposite side.
5. Remove the stock bump stop. **See Figure #1.**
6. Remove the bump stop mounting cup as shown. **See Figure #2.**
7. Install coil spacer as shown. A rubber hammer may be used to get the spacer into position. **See Figure #3.**



Figure # 1

## INSTRUCTION SHEET

- After positioning the spacer flush with the stock rubber mount, reinstall the bump stop mounting cup that was removed previously.
- Install the stock coil spring. The new bump stop must be installed after the coil is in position. This is done by putting the new bump stop inside the coil spring, then install the coil.
- After the coil is installed, apply a slight load to the coil spring and position the bump stop in the retaining cup. With a pry bar and using the coil wrap as leverage, push the bump stop up into the cup until it snaps into place. **See Figure #4.**
- Install the coil spring retaining clip and torque fastener
- Repeat on opposite side. **Note: Reinstallation of coil springs may need to be performed with a strut compressor. If so load coils with strut compressor and install coil. After install remove the strut compressor.**
- Jack up the axle to apply a slight load to the front end. Reinstall the sway bar end links to the sway bar.
- Install the front shock absorbers part #650409 with the furnished bushings.
- Install the wheels and tires. Remove the jack stands and lower the vehicle to the ground. Torque the lug nuts to factory specifications.

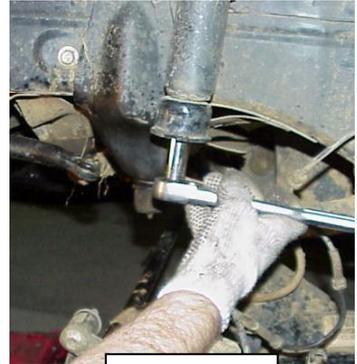


Figure #2

### REAR INSTALLATION

- Check the front tires and jack up the rear of the vehicle. Remove the wheels and tires. Remove the stock shock absorbers.
- With the floor jack still in place, remove the sway bar link from the axle mount.
- With the sway bar links disconnected, lower the axle with the floor jack to allow for coil spring removal.
- Remove the coil spring and place the coil spacer on the upper mount. Reinstall the coil spring.
- Repeat for opposite side.
- Jack up the axle with the floor jack and install the new shock absorbers part # 650329 with the supplied bushings and sleeves. The steel sleeve will be installed in the lower mount, which would be the body end of the shock.
- Reinstall the sway bar to axle links.
- Install the wheels and tires. Lower the vehicle to the ground. Torque the lug nuts to factory specifications.



Figure #3

### POST INSTALLATION INSTRUCTIONS

- Check all fasteners for proper torque. Check to ensure there is adequate clearance between all rotating, mobile, fixed and heated members. Check steering gear for interference and proper working order. Test brake system.
- Perform steering sweep. Check to ensure brake hoses have sufficient slack and will not contact rotating, mobile, or fixed members. Adjust lines/brackets to eliminate interference and maintain proper working order. Failure to perform inspections may result in component failure.
- Bump stops and extensions must be in place on all vehicles! Note: allowing suspension to over extend by neglecting to install or maintain stops and extensions may cause serious damage to OE and related components.
- Re torque all fasteners after 500 miles. Visually inspect components and re torque fasteners during routine vehicle service.



Figure #4

### MAINTENANCE INFORMATION

It is the ultimate responsibility for the operator / owner to have all bolts/nuts checked for tightness after the first 100 miles and then every 1000 miles. Wheel alignment, steering system, suspension and driveline systems must be inspected by a qualified professional mechanic at least every 3000 miles.

