

**SUPERLIFT SUSPENSION SYSTEMS**

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**Superlift Rockrunner Suspension System for 1997- Present  
JEEP WRANGLER (TJ) 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:**

- Rockrunner arms should be installed only on vehicles equipped with a 4" lift. Superlift's standard 4" suspension system is sold separately and includes separate instructions.
- The single grease fitting on each arm supplies grease to the entire arm, including the bushings. It is extremely important for the Rockrunner arms to be adequately greased. Grease should be added at minimum during every oil change and after every trip off road. This will ensure the arms remain free of dirt, water, and other contaminants.
- Rockrunner suspension link arms can be purchased in pairs or as a complete set.
- All Rockrunner link arms have been preset at the factory to the proper length. **There is normally no need to adjust the arm length.** Refer to Step 3.
- An arrow on diagrams indicates which direction is toward the "front" of the vehicle.
- A foot-pound torque specification is given in parenthesis ( ) after each appropriate fastener.
- Do not add or fabricate any components to gain additional ride height.
- Prior to attaching components, be sure mating surfaces are free of grit, grease, undercoatings, 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 boxes "☐☐" denotes that one check-off box is for the driver side and one is for the passenger 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.

<b>PART NO</b>	<b>DESCRIPTION</b> (Qty.- if more than one)	<b>NEW ATTACHING HARDWARE</b> (Qty.- if more than one)
55-01-5065 .....	(2) upper suspension link arm, .... front	(8) bushing half (4) sleeve
55-01-5066 .....	(2) upper suspension link arm, .... rear	(8) bushing half (4) sleeve
55-01-5069.....	(4) lower suspension link arm, front and rear	(16) bushing half (8) sleeve
0034 .....	Superlift badge .....	alcohol wipe pad
00461 .....	decal, "Warning To Driver"	

## INSTALLATION PROCEDURE

### 1) PREPARE VEHICLE...

- ☐ Place the vehicle in low gear or park. With the suspension supporting vehicle weight and the vehicle on level ground, use an angle finder or inclinometer to take a rear driveshaft angle reading. One of the last steps will be to reset the driveshaft angle as close as possible to this reading.
- ☐ Place vehicle in neutral. Raise the front of the vehicle with a jack and secure a jack stand beneath each frame rail, just behind the brackets for the suspension links (also called trailing arms). Ease the frame down onto the stands, place transmission in low gear or "park", and chock rear the tires. Remove the front tires.

### 2) FRONT DISASSEMBLY...

- ☐ Position a jack under the center of the front axle and raise it enough so that it supports, but does not raise, the axle assembly.
- ☐ Remove the bolt at the bottom end of the track bar where it attaches to the axle. This will aid the removal of the suspension link arms.
- ☐ Cam bolts attach the lower link arms to the front axlehousing. These bolts affect frontend alignment. Paint or scribe alignment marks on each cam bolt and axle bracket so the bolts can be returned to their original position.
- ☐ Remove the cam bolts from the link's lower end, then remove the link's attaching bolt at the frame and remove the link. Save all hardware for reuse.
- ☐ If upper and lower Rockrunner arms will be installed, remove the bolt attaching the upper link arm to the axle, followed by the bolt that secures the arm to the frame. Save all hardware for reuse.

**3) VERIFY LINK ARM LENGTH...**

- ☐ The Rockrunner link arms have been preset to the correct length at the factory but may have changed slightly during the normal shipping and handling process. Verify that the arms are set to the following:

- ☐ upper link arms, front      15-1/8"
- ☐ upper link arms, rear      13-1/4"
- ☐ lower links arms, all      15-3/4"

**4) UPPER LINKS...**

**NOTE:** The following steps are performed one side at a time. Perform this step only if complete upper and lower Rockrunner links have been purchased. If only the lower arms have been purchased, proceed to step 5.

- ☐ ☐ Start on either side. Install the #55-01-5065 upper link arm inside the frame bracket using the factory hardware. Do not tighten at this time.
- ☐ ☐ Attach the lower end of the link to the axle using factory hardware. It may be necessary to adjust the position of the axle assembly in order for the links to line up properly. Do not tighten the hardware at this time.

**5) LOWER LINKS...**

**NOTE:** The following steps are performed one side at a time. Start on either side

- ☐ ☐ Install the upper end of the lower link arms (#55-01-5069) in the frame bracket using factory hardware. Install the end of the arm equipped with the zerk fitting on the frame and position the zerk upward so it will not be damaged during trail use. Do not tighten the hardware at this time.
- ☐ ☐ Install the link in the axle bracket using factory hardware. Do not tighten at this time.

**6) TRACK BAR...**

- ☐ Reattach the lower end of the track bar to the axle using the factory hardware. It may be necessary to adjust the position of the axle in order for the track bar to line up properly. The bolt will be fully tightened in a later step.

**7) REAR DISASSEMBLY...**

- ☐ Secure the rear of the vehicle frame on jackstands just in front of the brackets for the rear suspension links. Remove the rear tires.
- ☐ Paint or scribe an alignment mark on each upper link arm cam bolt and axle bracket so the bolts can later be returned to their original position.
- ☐ Place a jack under the rear axle so that it supports, but does not raise, the axle assembly.
- ☐ Disconnect the rear track bar where it attaches to the axle. Leave the track bar attached to the frame.

- ☐ Remove the bolts that connect the lower suspension link arms to the axle and the frame. Discard the factory link arms, but save all hardware for reuse.
- ☐ If the upper Rockrunner arms will be installed, disconnect the brake line and emergency brake brackets from the stock upper link arms. Remove the bolt attaching the upper link arm to the axle, followed by the bolt that secures the arm to the frame. Save all hardware for reuse.

## 8) REAR UPPER LINKS...

**NOTE:** The following steps are performed one side at a time. Perform this step only if complete upper and lower Rockrunner links have been purchased. If only the lower arms have been purchased, proceed to step 9.

- ☐ Start on either side. Position the end of the upper link arm (#55-01-5066) equipped with the zerk fitting on the frame and attach using the factory hardware. Do not tighten at this time.

**NOTE:** Cam bolts are included with Superlift's standard 4" lift to attach the upper link arms to the rear axle. These cam bolts make the pinion angle of the rear axle adjustable to "tune out" any driveline vibrations. If they were not used during the lift installation and a vibration is present, the bolts are available separately from Superlift (#5063).

- ☐ Note the silver brackets attached to the Rockrunner link arms. Point the silver bracket toward the center of the vehicle. Connect the other end of the upper links to the rear axle using the factory hardware. It may be necessary to adjust the position of the axle in order for the mounting holes to line up properly. Do not tighten at this time.

**NOTE:** It may be necessary to remove one of the silver E-brake cable brackets and rotate it 180°.

- ☐ Reattach the brake line and emergency brake brackets to the Rockrunner links using the factory hardware.

## 9) REAR LOWER LINKS...

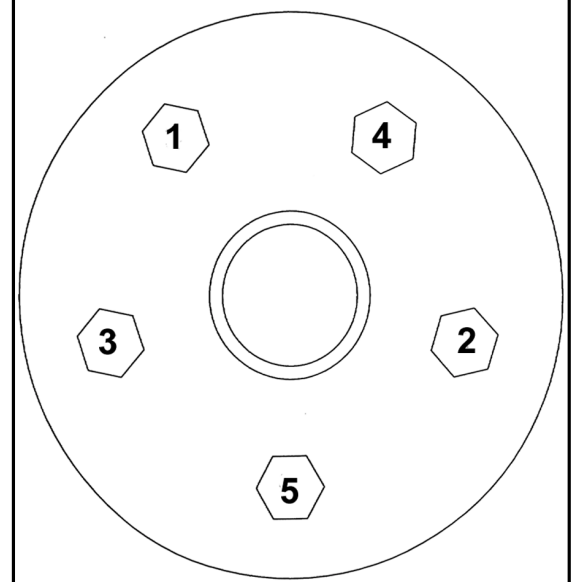
- ☐ Start on either side. Install the end of the lower link (#55-01-5069) with the zerk fitting on the frame and position the zerk upward to avoid damage during trail use. Attach the other end of the link to the axle using factory hardware. Do not tighten at this time.

- ☐ Reattach the track bar to the axle using the factory hardware. Do not tighten at this time.

## 10) CLEARANCE CHECK...

- ☐ With the vehicle still on jack stands, and the suspension "hanging" at full extension travel, cycle steering lock-to-lock and check all components for proper operation and clearances. Pay special

**DIAGRAM 1 - LUG NUT TORQUE SEQUENCE- Follow the pattern shown to torque the lug nuts.**



attention to the clearance between the tires / wheels and brake hoses, wiring, etc.

### 11) TIRES / WHEELS...

- ☐ [DIAGRAM 1] Tighten the lug nuts (80-110) in the sequence shown.

**WARNING:** When the tires / wheels are installed, always check for and remove any corrosion, dirt, or foreign material on the wheel mounting surface, or anything that contacts the wheel mounting surface (hub, rotor, etc.). Installing wheels without the proper metal-to-metal contact at the wheel mounting surfaces can cause the lug nuts to loosen and the wheel to come off while the vehicle is in motion.

**WARNING:** Retighten lug nuts at 500 miles after any wheel change, or anytime the lug nuts are loosened. Failure to do so could cause wheels to come off while vehicle is in motion.

- ☐ Lower vehicle to the floor.

### 12) REAR DRIVELINE...

- ☐ Use an inclinometer to take a rear driveshaft angle reading and compare this to the reading taken in step 1. Rotate the cam bolts as needed to get shaft angle as close to the reading taken in step 1 as possible. This will minimize or eliminate driveline vibration due to excessive angle. It is important that both cam bolts are adjusted identically. To reduce vibration under acceleration, rotate the cams to move the pinion bearing downward. To reduce vibration under deceleration, rotate the pinion upward.

**NOTE:** Under normal circumstances, the cam bolts provide a sufficient amount of adjustment to “tune out” driveline vibrations. However, if a problem with vibration continues after the cam bolts have been adjusted to their maximum settings, it is possible to adjust the length of the lower flex arms slightly. To do so, disconnect one end of the lower link arms and rotate the end in or out a couple of turns to tilt the pinion upward or downward. Lengthening the lower link arms lowers the pinion; shortening the lower link arms raises the pinion. It is important that both arms are adjusted the same amount. **WARNING:** This procedure is intended for the lower rear link arms only, do not attempt to adjust the length of link arms on the front axle. Do not adjust the arms more than 2 full revolutions from the factory length listed in the Notes section at the beginning of these instructions.

### 13) TIGHTEN THE SUSPENSION COMPONENTS...

The suspension must be supporting the vehicle's weight when these components are torqued:

- ☐ Track bars, both ends (74)
- ☐ Lower link arms, both ends (130)
- ☐ Upper links arms, frame ends (55)
- ☐ Upper link arms, axle (cam bolt) ends (85)

**14) GREASE THE LINK ARMS...**

- ☐ The Rockrunner link arms come partially greased from the factory, but it is important to top them off after installation is complete. Pump grease into the zerk fitting until grease is barely visible around the bushings. Grease the arms at every oil change and after every off-road trip.

**15) 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.

**16) Activate four wheel drive system and check front hubs for engagement****17) HEADLIGHTS...**

- ☐ Readjust headlights to proper setting.

**18) SUPERLIFT NAME BADGE AND WARNING DECAL...**

The system includes one 2" x 5" name badge (#0034). Additional and / or larger badges are available from Superlift or a Superlift dealer. We suggest putting the badges on the front fenders, tailgate, or rear window. The badge mounts by means of factory applied, double-backed tape. Follow these instructions to ensure that badge sticks properly:

- ☐ Clean designated area with warm, soapy water. Rinse and wipe dry with a soft, lint free towel.
- ☐ Thoroughly prep the area with the furnished alcohol wipe pad and wipe dry with a soft, lint free towel. Do not touch the surface again with your hands; they transfer body oils.
- ☐ Remove mounting tape backing, line up badge, and press in place. Do not touch mounting tape or allow tape to get dirty.
- ☐ Press firmly on the badge face and hold a few seconds to seat mounting tape. A superior adhesive bond forms over time. We recommend allowing 24 hours of cure time before washing and waxing. The emblem itself can be cleaned with any glass cleaner.
- ☐ Install the WARNING TO DRIVER decal on the inside of the windshield, or on the dash, within driver's view. Refer to the "NOTICE TO DEALER AND VEHICLE OWNER" section below.

**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.