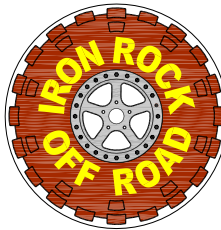


3.5" Foundation Series Lift Kit Installation Instructions, Jeep ZJ Grand Cherokee 1993-1998



Iron Rock Off Road, Inc.

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Shipping Checklist:

Box 1 (24x12x12)

- ZJ 3.5" Front springs (1 pair)
- Instructions
- Invoice
- Ironrockoffroad.com decal (1)
- Iron Rock logo decal (1)
- Rear sway bar link set #007 (1 set)
- Front sway bar links 8.75" center to center (2)

Hardware kit 58 (Front Sway Bar Links)

- 3/4" I.D. hourglass shock bushings (4)
- 12mm I.D. sway bar bolt sleeves (4)
- 12mm x 60mm class 10.9 hex bolt (2)
- 12mm class 10.9 hex nut (2)
- M10 x 30 cl10.9 hex bolt (2)
- 3/8 USS washer (2)
- M10 cl10.9 hex nut (2)
- Sway bar link u-bracket (2)

Standard shocks (without shock upgrade)

- Front shocks RC 8177 (2)
- Rear shocks RC 8114 (2)

With nitro shock upgrade only

- Front shocks RC 9177 (2)
- Rear shocks RC 9114 (2)

With DT8000 shock upgrade only

- Front shocks DT 8386 (2)
- Rear shocks DT 8336 (2)

Hardware kit 9 (shocks)

- Front shock barpin BP7 (2)-***Only with DT upgrade***

Installation Instructions:

Safety Warning: *Important! Read before installation.*****

Installing a suspension lift kit raises the center of gravity of the vehicle. This increases the possibility of a rollover accident. Avoid sudden maneuvers at high speed and avoid all situations where a side rollover may occur. In addition larger tires decrease braking performance, please drive accordingly. We recommend a tire and wheel combination that makes the vehicle's track width wider (wheels with less backspacing). This will lower the center of gravity and add stability. We also recommend that this system be installed by a qualified professional. Knowledge of suspension component function is necessary for safe installation and post installation inspections. Be sure to re-torque all suspension components after the first 100 miles of use, and frequently inspect all safety critical suspension components.

Before you begin:

- Read all safety warnings.
- Read and understand installation instructions.
- A coil spring compressor will make installation faster, but is not required. You may wish to borrow, rent, or buy one if you don't have one.
- Check all steering and suspension components for wear and replace as needed.
- Contact Iron Rock Off Road with any questions before, during, or after installation.
- **Ensure that all parts are present and in good condition per attached shipping checklist.**

Front suspension:

1. Lift front of vehicle and support with tall jack stands under the unibody frame.
Tip: break lug nuts loose before lifting vehicle if necessary.
2. Ensure that vehicle is safely supported.
3. Remove front tires.
4. Support front axle with a floor jack (do not lift vehicle).
5. Remove front shocks.
6. Remove front sway bar links.
7. Loosen all front upper and lower control arm bolts (do not remove).
8. Remove track bar bolt and nut at axle.
9. Allow axle to droop as much as possible.
10. Remove front coil spring clamps.
11. Using a coil spring compressor, remove front coil springs and install new ones. If you do not have a coil spring compressor you can unbolt the lower control arm at the unibody to achieve enough droop to install the spring. Re-connect the first lower control arm before unbolting the second.
12. Save the OEM front coil spring for use in the rear.
13. Drill a new hole for the track bar. On the axle side, with the track bar removed, measure from the center of the existing hole 3/4" straight over toward the drivers side, mark, center punch and drill with a 7/16" drill bit. It may be beneficial to drill with a smaller drill bit (approx 3/16") to help keep the hole centered.

14. Install track bar in the new hole, do not tighten at this time.
15. Locate front sway bar links (8.75" center to center), two u-brackets, and hardware kit 10.
16. Install sway bar link u-brackets to the sway bar using 1/2" x 1 1/2" grade 8 hex bolts, lock washers, and nuts. Brackets mount to the bottom of the sway bar with the bolt facing up and the lock washer and nut on top of the sway bar. Rotate brackets until offset toward outside of vehicle. Align brackets, then torque bolts to 95 foot pounds.
17. Lubricate sway bar link bushings and bushing sleeves with multi-purpose grease and install into sway bar links.
18. Install sway bar links, driver's side first, using provided M12 x 60mm hex bolt and nut through the u-bracket with the nuts toward the outside of the vehicle, and the original bolt, nut, and washer at the axle. Torque all four nuts to 78 foot pounds.
19. If needed: Install barpins into front shocks. Lubricate shock bushings and barpins with multi-purpose grease, clamp barpin vertically in a bench vise, and push shock onto barpin rotating the shock as you push down.
20. Install front shocks. Tighten upper stud mount nuts just enough to slightly compress the bushings. *Note: Overcompressing these bushings will result in damage to the bushings and premature bushing failure.
21. Any remaining loose bolts will be tightened after rear suspension is installed.

Rear Suspension:

22. Lift rear of vehicle and support with tall jack stands under the unibody frame.
Tip: break lug nuts loose before lifting vehicle if necessary.
23. Ensure that the vehicle is safely supported.
24. Remove rear tires.
25. Support rear axle with floor jack (do not lift vehicle).
26. Remove rear shocks.
27. Remove rear sway bar links.
28. Loosen all rear upper and lower control arm bolts (do not remove).
29. Allow axle to droop as much as possible.
30. Remove coil spring clamps.
31. Using a coil spring compressor, remove rear coil springs and install your OEM front springs in their place. If one spring is taller install it on the driver's side of the vehicle. If you do not have a coil spring compressor you can unbolt the lower control arm at the unibody to achieve enough droop to install the spring. Re-connect the first lower control arm before unbolting the second.
32. Locate rear shocks, rear shock boots, and hardware kit 9.
33. Install 12mm I.D. sleeves into lower (body) end of rear shocks (opposite end from shock shaft)... Lubricate shock bushings and 12mm I.D. sleeves with multi-purpose grease and press the sleeves into the shock bushings.
34. Lubricate upper shock bushings and upper shock mounting studs on the vehicle with multi-purpose grease.
35. Install rear shocks with shock body facing down. Torque upper nuts to 46 foot pounds, and lower nuts to 80 foot pounds.
36. Raise vehicle and relocate the jack stands under the axles, front and rear, so that the vehicle's weight is on the suspension system.
37. Ensure that the vehicle is safely supported.
38. Install rear sway bar links with nuts facing down. Tighten nut until snug but do not compress the bushings, the spacer sleeve in the center of the link should still be able to be rotated by hand after tightening.
39. Torque front and rear upper control arm nuts to 60 foot pounds
40. Torque front and rear lower control arm nuts to 120 foot pounds.
41. Install front and rear coil spring clamps.
42. Torque any remaining loose bolts to spec.
43. Install tires.
44. Remove vehicle from jack stands.
45. Torque wheel lug nuts to spec. (usually 85-115 foot pounds, verify using factory service manual)

Adjustments and Safety Inspection:

46. Check all components for clearance for suspension to fully cycle up and down and wheels to turn lock to lock. Pay special attention to brake line length and location of all brake lines, axle vent hoses, and ABS wires. Reposition as needed.
47. Check front and rear driveshafts for proper running length. Slight adjustments can be made by adjusting caster angle, otherwise different length control arms, or custom driveshafts may be required.
48. Go for a short test drive.
49. A professional front end alignment is required after installation. Your toe-in will be affected and may cause unpredictable steering and accelerated tire wear. We recommend the following alignment settings:
Caster: +3.75 to +6.0 (+5.0 is preferred unless a different setting is required for proper front driveshaft running length)
Toe-in: 0 degrees

* Re-torque all fasteners after 100 miles, and frequently inspect all safety critical suspension components.