

**10" WRANGLER TJ
INSTALLATION INSTRUCTIONS**
Kit# TJ1001K/KN-DX (OEM DANA 30)
TJ1041K/KN-DX (DANA 44/60/FORD 9")



Before beginning the installation, read these instructions and the enclosed driver's "WARNING NOTICE" thoroughly and completely. Also affix the "WARNING" decal in passenger compartment in clear view of all occupants. If any of these items are missing from this instruction packet, do not proceed with installation, but call SKYJACKER® to obtain needed items. If you have any questions or reservations about installing this lift kit, call SKYJACKER® at 318-388-0816 for Technical Assistance or Customer Service departments.

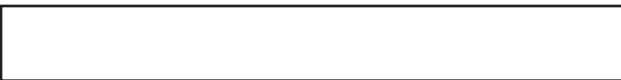
Due to the inconsistency of vehicles when manufactured and the various options available, the amount of actual lift gained by this lift kit will vary.

PRE-INSTALLATION NOTES:

- A professional mechanic is recommended to perform the installation.
- Read the instructions carefully and study the photo illustrations before attempting the installation.
- Secure and properly block the vehicle on a level concrete or asphalt surface.
- Always wear safety glasses.

ACCESSORIES:

- 3/4" Spring isolator pad spacers, pr.#SIP275
- Slip yoke eliminator kit (NP/NVG231)#FIX231
- DOM 1.25" replacement tie rod tube#TR300



(optional) DOM Tie Rod tube



Now you are ready to "set" the length of the new Rock Ready™ link assemblies.
A) It is very important to position the swivel ball socket so that the bushings are exactly centered .
B) Measure the length of the link assembly between the center of each eye on each end. Rotate the rod end(s) as needed, being sure to keep the ends square with each other until link assembly measures:

Control Arm Measurements

- Lower Front should be set @ 30"
- Lower Rear should be set @ 30"
- Upper Front should be set @ 15"
- Upper Rear should be set @ 14 1/8"

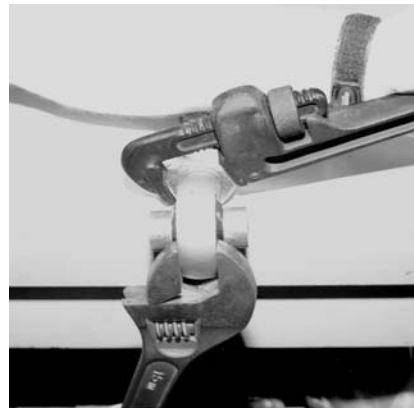
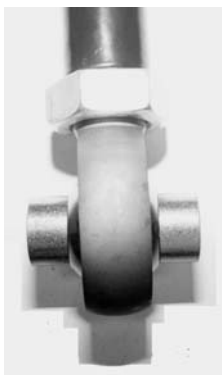
These are pre-alignment measurements only. Final Measurements to be set by a qualified alignment facility.

C) On each rod end, rotate jam nut against steel tubing. Hold the rod end in place with a crescent wrench, and using a pipe or crescent wrench on the jam nut, completely tighten. On Double Flex link assemblies, one end is right hand threaded, and one end is left hand threaded so be sure to tighten properly.

NOTE: Jam nuts must be tight against steel tubing before installation.
D) Recheck center-to-center measurement to be sure it is correct, and that the ends are square with each other.

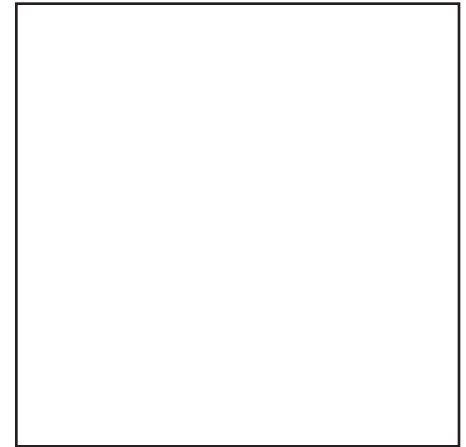
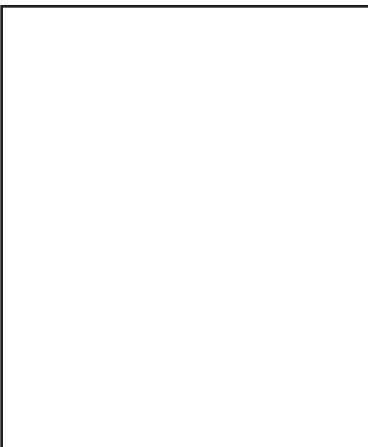
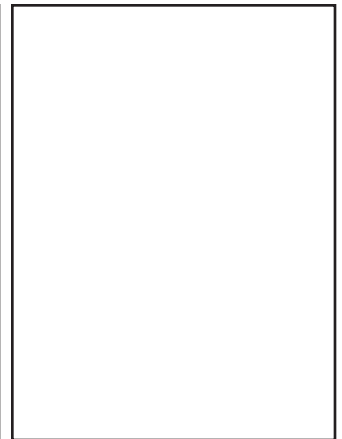
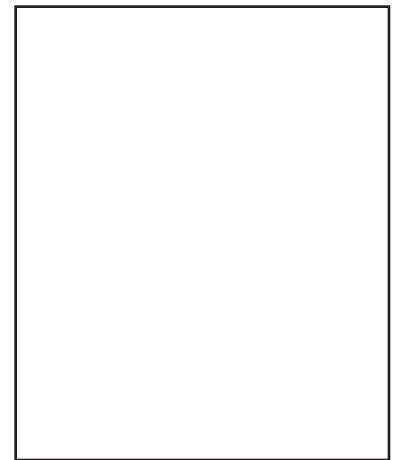
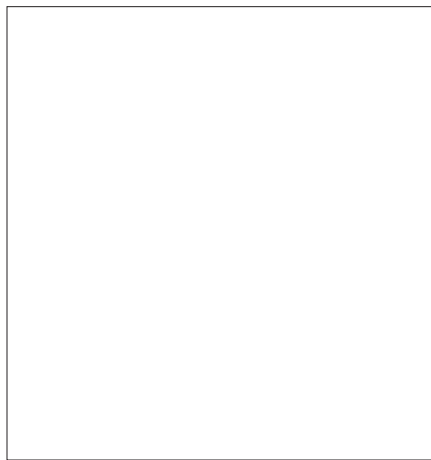
IMPORTANT: Under no circumstances should rod end (heim) be adjusted out more than 1/2" (approx. 6 threads) from the ball casing!

PRE-INSTALLATION TIPS:

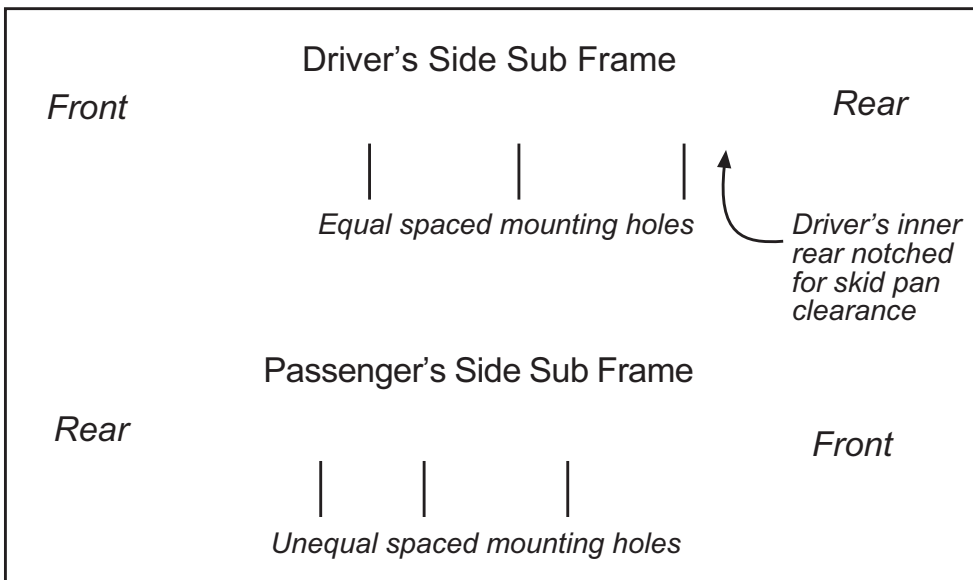
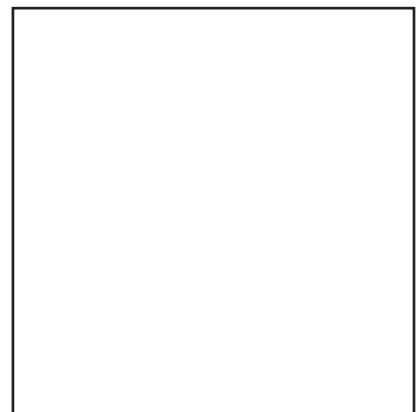
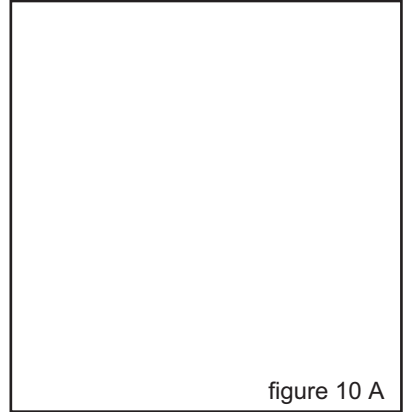
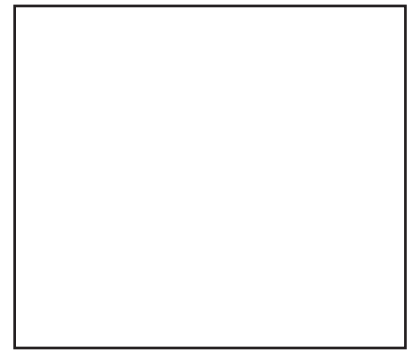
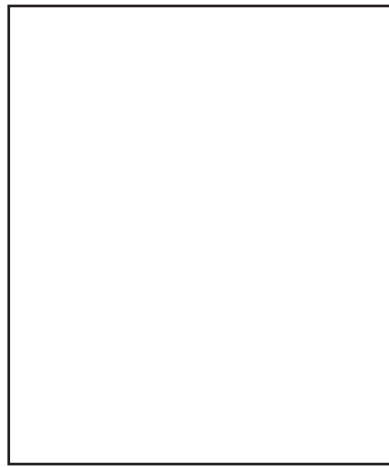


FRONT:

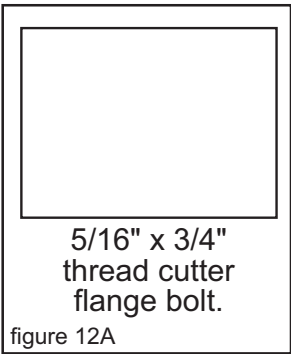
1. Secure and properly block the tires of vehicle on a level concrete or asphalt surface.
2. Jack up front of vehicle and place jack stands under piped cross member behind front bumper. Remove tires and front shocks. Next remove steering damper and trac bar.
3. Remove draglink from pitman arm, and install new pitman arm at this time. Remove sway bar end links and calipers from mounts. See *figure #1*.
4. Lower front differential and remove coils. Remove factory bump stop and install new longer poly stops. Drill a 3/8" hole in the indent of the lower coil seat and install aluminum bump stop spacer as shown in *figure# 2*.
NOTE: If your vehicle is equipped with an after market Dana 44/60 or Ford 9" front differential skip steps #5 through #7 and refer to page 6 of these instructions.
5. Remove upper control arms and install cradle assembly checking clearance on right upper bushing sleeve grind if necessary. See *figures #3 & #4*. Note that Differential will have the tendency to rotate when controls arms are removed, be sure to secure it to aid in installing the cradle and sub frame assembly. See *figure #5*
6. Fasten cradle with 2 - 1/2" x 2 1/2" x 4 1/4" u-bolts, flat washers and nuts. Place the 10mm x 80mm bolt with 3/8" washer against bolt head into the original left upper control arm mount and apply 10mm nut and flat washer. Position the right upper control arm mount bracket with a 10mm x 80mm bolt and washer, and secure with a 10mm nut and flat washer. See *figure #6*. Drill 2- 3/8" holes and secure bracket with 3/8" x 1" bolt and nut placing a flat washer against bolt head and nut. Remove the 4 upper bolts from the front differential cover and fasten front cradle brace with 4- 5/16" x 1" course thread bolts and flat washers. Fasten cradle to front cradle brace using 4- 3/8" x 3/4" bolts and washers. See *figure #7*
7. Mount the new upper control arms (11.75" tube length) by placing 2 small stepped spacers into each end of the rod ends. Place one end into the OEM upper frame mount using the original hardware. Install the other end to the top of the new differential cradle with a 10mm x 80mm bolt and nut using washers against the nut and bolt head. See *figure #6*.



8. Remove front lower control arms. Using care grind off the factory lower control arm mounts and paint-exposed surface. See *figure #8*
9. Place a jack under the transmission skid pan; remove mounting hardware and lower pan by 2". Place left and right sub frame rails in between the bottom of frame and pan. Fasten using the 6- 1/2" x 3" flat socket Allen head bolts. See *figure #9*
10. Install the new transfer case shifter bracket (prt # JSRB231A) using the instructions provided
11. Mark areas on the frame above the control arm mounts. See *figure #10A & #10B*. With pan still supported remove the sub frames and grind the frame and tops of sub frames rails. See *figure #11A*. Reinstall sub frames and weld along the outside and inside of sub frame contact points. See *figure #11B*. (This step should be done by a CERTIFIED WELDER)
12. The new lower control arms (23.75" tube length) mount to the OEM lower location at the differential and to the new position of the sub frame. Insert 2 large stepped spacers into each rod end of the new lower control arms and fasten using the original hardware.



13. Lower front differential and install the new coils placing the top of the coil over the upper bump stop mount first. Provided with the springs is the clip and hardware (See Figure 12A) to fasten the passenger front coil like the driver's side. The manufacturer provides the hole in the left lower coil mount for you to fasten the coil securely to its seat. See figure #12



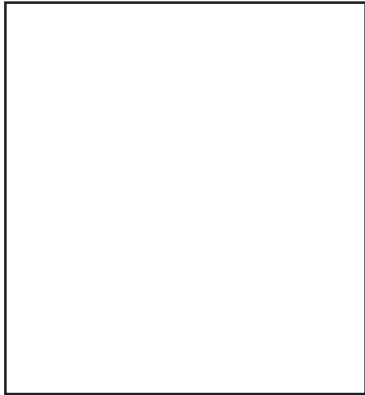
14. Install new adjustable trac bar by first greasing and installing poly bushing #2888 and sleeve #51792. Insert poly end into the OEM steering damper location on passenger side of axle, NOT the original trac bar location. Install new steering damper mounting bracket: tab goes over the sway bar end link stud with original nut, use the new 1/2 inch x 2 1/2 inch button head Allen bolt and nut to bolt new bracket to trac bar. See figure #13

Next install frame end of trac bar by following the hardware as shown in figures #14A & B, being sure to keep rod end square (parallel) with frame mount. NOTE: Be sure not more than 1/2 inch of threads are extended from bar (including jam nut).

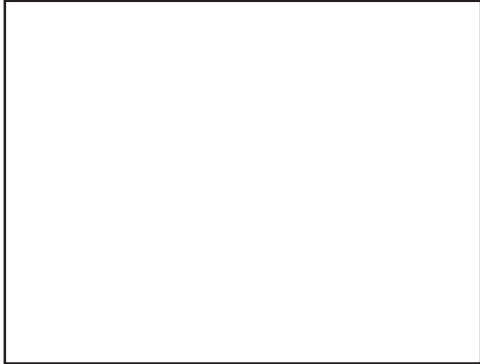
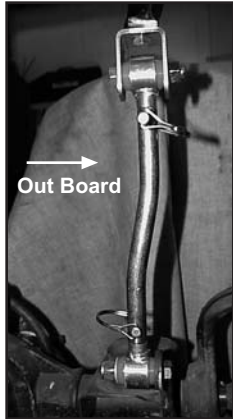
Hold the rod end in place with a crescent wrench, using a wrench on the jam nut, completely tighten.



15. Install steering damper mounting stud in hole of drag link as shown in figure #13, and install steering damper see figure #15. Install front brake lines using instructions packaged with brake line kit.



16. NOTE: Sway bar end must be drilled or filed to allow clearance for the provided 7/16 inch x 1 1/2 inch bolt (see arrow in photo #A). The new end link mounting bracket should be mounted to the bottom of the sway bar with the bolt pointing up through the sway bar and the nut and 7/16 USS washer applied on top (see picture A). Apply lithium grease to the polyurethane bushings. Insert them into the end link eyes along with the metal sleeve (#54314). The top 1/2 inch x 2 1/2 inch bolt connecting the bracket to the end link must be installed with the nut to the outside of the vehicle to provide adequate clearance to the frame. Install new double disconnect end links on the inboard side of the axle bracket, being sure that the offset is turned inward.(see picture #B).



REAR:

17. Raise and support vehicle under rear cross member with two jack stands. Remove rear tires and shock absorbers.
18. Disconnect rear trac bar from differential and sway bar end links, lower differential and remove rear coils.
19. Lower rear differential and remove factory bump stop then install new longer poly stops. Drill a 3/8" hole in the indent of the lower coil seat (*see figure #16*) and install aluminum bump stop spacer as shown in *figure #17*.

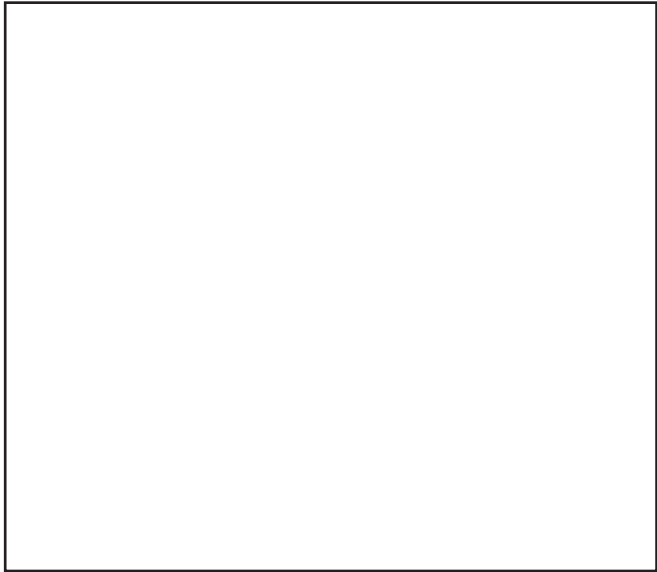
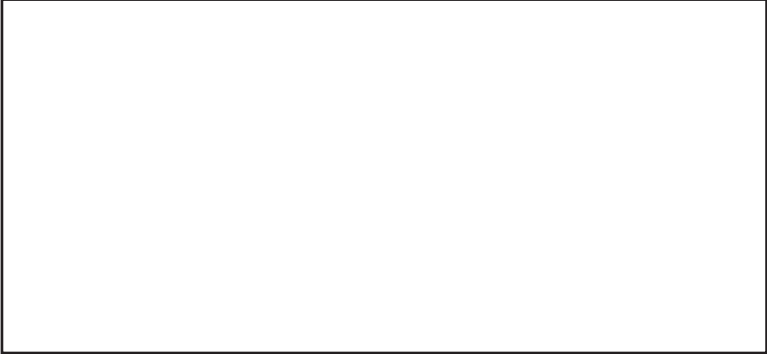
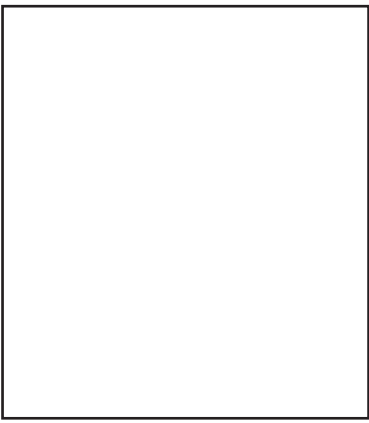
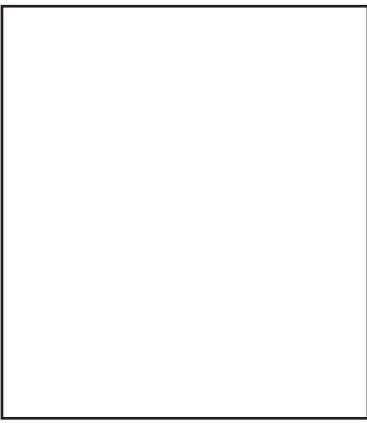
20. Place new trac bar relocating bracket over the oem trac bar mount at differential. Place the new 12mm x 70mm bolt through the original trac bar location. Use the supplied spacer (#54314) to fill the space where the oem trac bar was located. Apply lock nut and tighten. Drill a 1/2" hole through the hole in the driver's side of the new bracket. Install the 1/2" x 1 1/4" bolt with washers on each side through the newly drilled hole and tighten with self locking nut. Install the 5/16" x 1" fine thread bolt, washers and nut into the forward hole of the new bracket. Place the trac bar into the upper hole of the new bracket using the original hardware and tighten once vehicle has been lowered to the ground. **see rear trackbar installation supplement on page 6.**

21. Remove upper control arms (freeing rear brake line and emergency cables) and rear sway bar. Install new upper control arm relocating brackets into the original upper control arm mounts at differential. Reinstall original upper control arm bolt and rear sway bar brackets through bottom of control arm mounts using factory hardware. See *figure #19*.

If vehicle is equipped with an optional upper control arm eccentric cam bolt they must be reused.

22. Assemble the new rear sway bar end links by applying grease to the poly bushings and insert them into each eye along with a sleeve #54587. Install using original hardware. See *figure #19*.
23. Install new upper control arms (11" tube length) into original upper frame mount using factory hardware, and at the differential into new upper mount bracket using provided 10mm x 80mm bolt nut and washers. See *figure #19*. Remove lower control arms and rear lower control arm mounts at frame. Repeat process from front lower control arm mount. Clean and paint exposed

24. surfaces. The new rear lower control arms (23.75" tube length) mount to the OEM lower location at the differential and to the new position of the sub frame. Insert 2 large stepped spacers into each rod end of the new lower control arms and fasten using the original hardware. See *figure #19 & #20*.
25. Install rear brake line. See *figure #21*. Install rear coils and shocks. Reinstall tires and lower vehicle to ground.
26. Install the supplied 1" poly body lift with the separate instructions bundled in the kit.



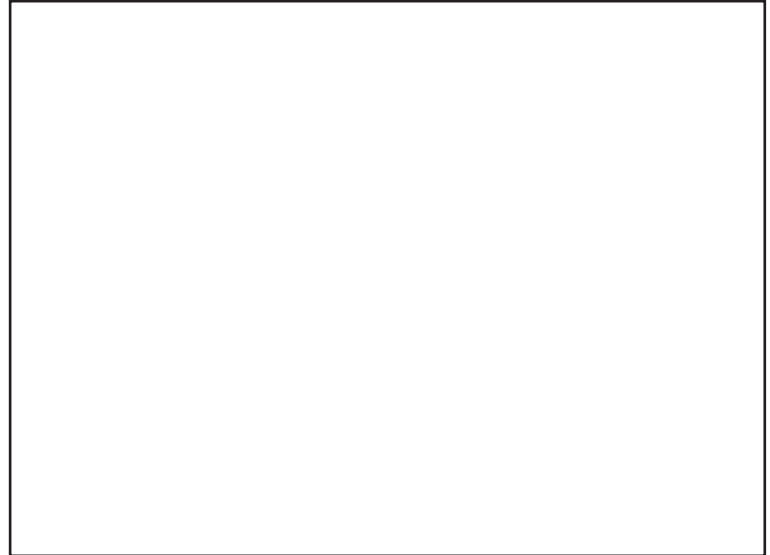


10" WRANGLER TJ INSTALLATION SUPPLEMENT Kit# TJ1041K/KN-DX (DANA 44/60/FORD 9")



Skyjacker® does not provide a front cradle assembly in this kit. The front upper control arms are made to fit the OEM style upper control arm mounts used by the aftermarket differential manufacturers.

Prepare the new upper controls arms by placing a small stepped spacer into each end of the rod end. Install into the OEM upper mount using the factory hardware. Place the forked end of the new arm onto the aftermarket differential upper control arm mount and fasten with the original upper control arm bolts.



Careful attention must be taken to provide adequate clearance in between the new trac bar and the aftermarket differential.

Articulate the suspension in all four corners. This is a good time to check clearance before off-roading.

REAR TRACKBAR SPECIAL INSTRUCTIONS

Kit# TJ1001K/KN-DX (OEM DANA 30)
TJ1041K/KN-DX (DANA 44/60/FORD

NOTE: If you have purchased our 8" TJ kit you will find an adjustable rear trackbar included. Insert two small stepped spacer halves into each rod end of the rear trackbar. This new trackbar replaces the OEM trackbar. Install the short end of the bar to the frame with the bend facing upwards. Then install the other end into the SKYJACKER® trackbar bracket located at the differential. Refer to Step 20 of the instruction sheet.

