



30631 '87 - '96 YJ 3" LIFT KIT

INSTALLATION INSTRUCTIONS

Warrior recommends this system be installed by a certified technician. In addition to these instructions, professional knowledge of disassembly and 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 diagram. 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 large bore off-road stabilizer kit is highly recommended for vehicles equipped with 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.

Warrior 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 Warrior Suspension System products 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 life.

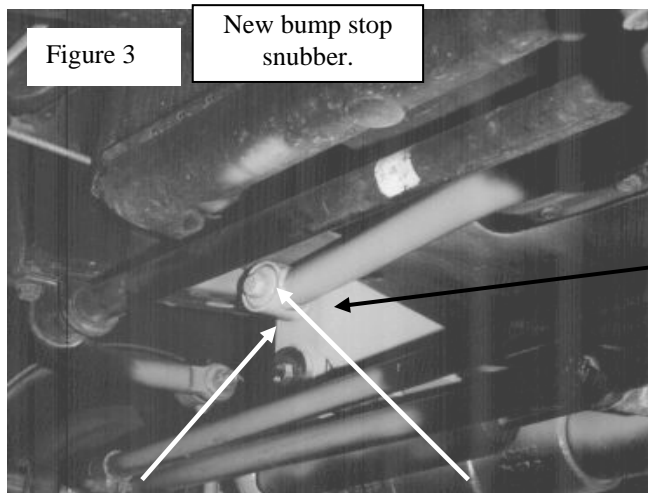
INSTALLATION INSTRUCTIONS

1. Raise the front of the vehicle and support with safety stands.
2. Remove the front wheels and tires. Remove stock shocks.
3. Support the front axle housing with a floor jack (you must have stands under frame supporting vehicle weight).
4. Unbolt tracking bar from the housing on the axle and then tie the bar up and out of the way.
5. The upper end of the front brake hoses attach to the top of each frame rail with one bolt located directly behind the shock towers. Remove the bolts (access is gained through the engine compartment).
6. Remove the four front spring u-bolts. (The remainder of the spring removal and installation is performed one side at a time.)
7. On the driver side position a floor jack beneath the axle tube, just inside of the leaf spring. Raise the jack until the axle just separates from the spring. Now remove the frame bolts and the shackle bolts on the leaf spring. Repeat on the other side.
8. Prior to installation of new springs, thoroughly lubricate the new spring poly eye bushings and sleeves with "water

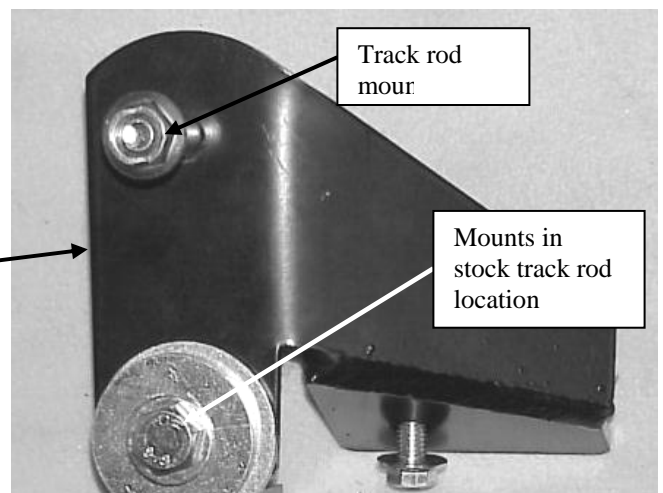
INSTALLATION INSTRUCTIONS

- resistant" lithium based grease. Loosely attach the spring to its hangers, snug up but do not completely tighten yet. Make sure spring centering pin aligns and seats into spring perch hole.
9. Installing new u-bolts: Tighten u-bolts to 65 ft. lbs. of torque. Tighten spring pivot bolts to 35ft. lbs. on both frame mounts and shackle mounts.
 10. Assemble and install new front shock absorbers **Part #60501** (Boot installation and poly hourglass bushing installation can be made easier with the use of rubbing alcohol sprayed on the poly as a lubricant.). Tighten upper stem type mounts only until bushings swell slightly, then torque lower mounts to 45 ft lbs.
 11. Reinstall front brake line in stock holes reusing the bolts on the frame rail.
 12. Install tires/wheels, remove jack stands and lower vehicle to floor. Tighten the front spring's shackle to 95 ft. lbs. and the stationary end to 105 ft. lbs. (If kit includes pitman arm, you may want to do pitman arm instructions before proceeding to rear of vehicle)
 13. Once again as on the front (following same basic steps). Place safety (jack) stands under rear frame rails.
 14. Remove the retainer clip that attaches the stock rubber brake hose to its upper mount bracket. This is where the rubber hose ends and the metal line starts.
 15. Disconnect tracking bar from frame rail.
 16. Install new springs with shims. (torque u-bolts 65 ft. lbs.) When installing the springs the thick part of shim goes toward front of jeep. Attach tracking bar
 17. Assemble the rear shock absorbers (**Part# 60502**) with loop bushings and corresponding sleeves and install shocks. Torque upper and lower mounts to 45-ft. lbs. On some models there may not be adequate clearance between the shock body and the axle tube. In this situation your only option is to relocate the shock bracket.
 18. Install tires, remove jack stands, and lower vehicle to floor. Tighten the shackle to 95 ft. lbs. and the frame end to 105ftlbs.
 19. Install Pitman Arm. Part# 800016.

Figure 1



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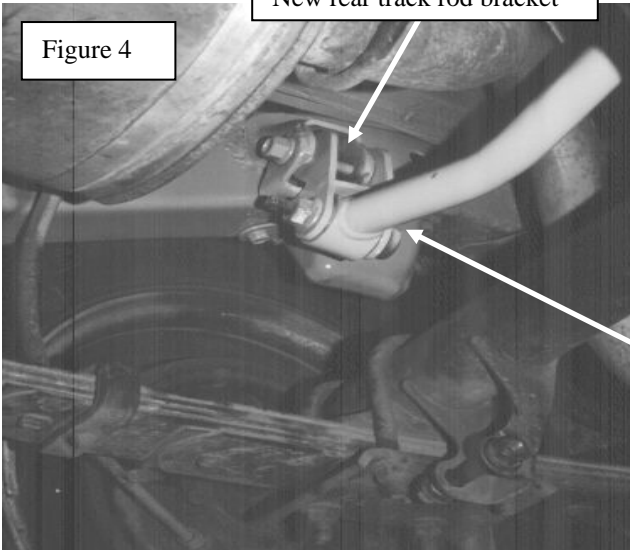
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New track rod bracket

Stock track rod

New rear track rod bracket

Figure 4



Align holes in the factory mount and the new drop track rod bracket

Drill 3/8" hole in stock flange using this hole as a guide.

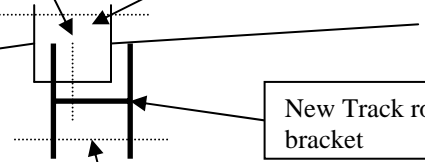
Stock Frame Track rod mounting point

Align the holes in the stock mount with new bracket

New Track rod bracket

Stock rear track rod

Factory bolt installs here



Remove the brake clip at this location. This will allow the steel line to be pulled out from the frame mount. Install the bracket as shown with a bolt through the small hole of the bracket and stock mounting point.

Then insert the line in the larger end and replace the brake line clip to secure the line in place

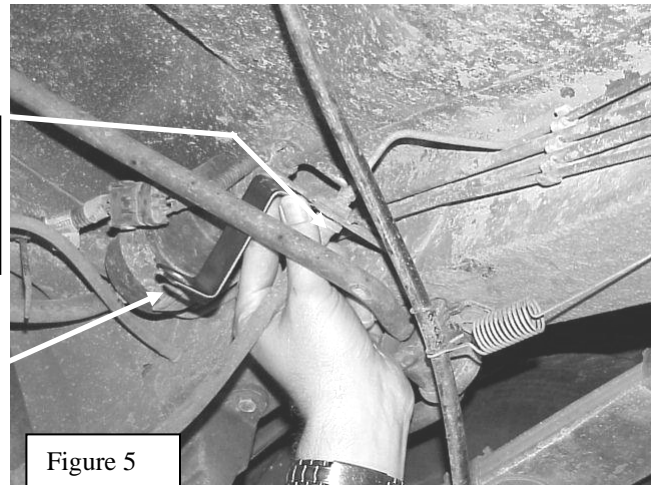


Figure 5

ALWAYS USE CAUTION NOT TO PINCH OR BREAK THE STEEL LINE!

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POST INSTALLATION INSTRUCTIONS

1. 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.
2. 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.
3. 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.
4. Re torque all fasteners after 500 miles. Visually inspect components and re torque fasteners during routine vehicle service.

MAINTENANCE INFORMATION

It is the ultimate buyers responsibility 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.