



Protecting Your Adventure Lifestyle

Warrior Products, Inc.  
16850 SW Upper Boones Ferry Rd  
Ste. A  
Durham, OR 97224  
Phone (888) 220-6861  
Fax (503) 692-0364  
sales@warriorproducts.com

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## **SR 180-1 SYSTEM**

### **1955 – 1975 CJ5**

### **INSTALLATION INSTRUCTIONS**

**\*\*\* READ ALL INSTRUCTIONS BEFORE BEGINNING INSTALLATION\*\*\***

To install your WARRIOR SR 180 SYSTEM, be sure your jeep is on a level surface before removal of front wheels and tires. You will need jack stands or a way to support your axle and your chassis before you begin installing your new kit. If you have after market springs you must verify your vehicle wheel base. The original location of your housing is very important, measure your wheel base before beginning any work. Remember, your new kit was designed to fit with all factory springs. After market springs may alter this wheelbase and your new kit may have to be adjusted accordingly. Please read the instructions completely and understand all the provisions before you begin. If you have any questions about your installation, call our factory direct technical department and ask for assistance at 1 888-220-6861. On older CJ's steering modifications are extremely popular and your kit may need some modification in order to be installed correctly.

**\*\*\*ALL WELDING MUST BE DONE BY A CERTIFIED WELDER\*\*\***

- 1) Make all necessary measurements and make notes before jacking vehicle and removing wheels.
- 2) Jack up front of jeep, put on frame supports (jack stands). Behind the rear of the front leaf springs, firmly place on the frame to suspend entire front of jeep off the ground. Be sure jeep is level and secure. Shake jeep to be sure it is stable.
- 3) Remove front wheels for ease of installation.
- 4) Remove front u-bolts.
- 5) Raise front housing up and out of your way with a floor jack, support housing with additional jack stands.
- 6) You should now be able to remove both front leaf springs completely from the jeep.
- 7) Remove both front shackle brackets from your front cross member. Remove front rivet from each side of the frame and drill out hole, (1/2" drill bit), to accept a new 1/2" bolt included in installation kit. Do this to both sides.
- 8) While you are using the drill motor, move to the rear of the front leaf spring hanger bracket located on the frame and drill through (completely, both sides) with your 7/16" drill bit.
- 9) Install your WARRIOR front crossbar using the new bolts, nuts and washers supplied in your kit. Use the 1/2" x 1 1/2" NC Zinc bolt in the front rivet hole and install with a washer and nut. Use a 7/16" x 1 1/2" NC Zinc bolt in the rear hole with a washer and nut. Tighten the 1/2" nuts to 65 ft. lbs. of torque and the 7/16" nuts to 50 ft. lbs. of torque. Do this on all four bolts.
- 10) Reinstall your leaf springs to your new WARRIOR front crossbar. Use the two (2) 7/16" x 3" 8-grade bolts, gold plated, with washers and nuts to hold the leaf springs to the crossbar. These bolts are supplied in your kit. NOTE: if you have after market leaf springs you may have to relocate your rear shackle hanger on your frame. All leaf springs are not the same length. Your kit is designed for factory length.
- 11) Take your WARRIOR rear shackle and install the polyurethane bushings and a sleeve in both shackles. These may already be installed for you.
- 12) Install the shackles in ten (10) above on the rear of your front leaf spring using the 7/16" x 3 1/2" NC Zinc bolt, nut

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and washers supplied in your kit. Do not tighten at this time.

- 13) Install upper end of shackle to the spring hanger located on the frame using  $\frac{1}{2}$ " x 3  $\frac{1}{2}$ " NC Zinc bolt, nuts and washers supplied in your kit. Do not tighten at this time.
- 14) Lower front housing onto leaf springs, be sure leaf spring locating pin is in correct location, reinstall front u-bolts; replace all that were stripped upon removal, not supplied in kit, torque to factory specifications.
- 15) Install front wheels and tires; tighten to factory specifications, lower jeep back onto ground.
- 16) Push up and down on front of jeep several times so the shackle can move into its resting position. Now tighten the shackle bolts as follows: the bottom bolt, one through leaf spring should be tightened to 45 ft. lbs. of torque and the top bolt through the frame bracket should be tightened to 35 ft. lbs. of torque.
- 17) Check all bolts for tightness; yes again, especially front four bolts.
- 18) For added strength you may wish to tac-weld front leaf spring bracket, do not make continuous welds, paint all welds after they have had time to cool.
- 19) Enjoy the way your Jeep now drives with your SR-180 SYSTEM.

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**\*\*\*IF YOU ARE IN DOUBT, CALL FACTORY BEFORE WELDING\*\*\***