



INSTALLATION INSTRUCTIONS

4" LIFT KIT – '87 – '96 JEEP YJ

Warrior recommends that this kit be installed by a certified technician. While these instructions are complete, a thorough professional knowledge of disassembly and reassemble procedures, as well as post-installation checks is important. Installing this system without this knowledge and expertise may compromise the operating safety of the vehicle.

Read the instructions completely before beginning the installation process. Check to insure that you have all of the parts shown in the diagram, and that you know where they go, before proceeding.

When installing a lift kit and larger tires, it is important to inspect the steering stabilizer and replace it if it is leaking or worn. The steering stabilizers are important to reducing "bump steer", front end vibration, and excessive wear on tires, ball joints, and other front end components. You may want to consider purchase and installation of a large bore off-road steering stabilizer if you plan to use a winch or larger tires.

PRODUCT USE INFORMATION

Since "lifting" your vehicle will elevate it's center of gravity, it will be more prone to roll over. We recommend that you offset this effect by going to a wider tire stance whenever possible. Always use as wide a tire and wheel combination as possible to enhance vehicle stability. We highly recommend the installation of a roll bar and cage system to provide protection in the case of a roll over. Also, be aware that braking effectiveness is reduced with larger and heavier tires. Be sure to take this into account when driving.

The Warrior Lift Kit is designed to provide all the components necessary to complete the lifting of your vehicle. Do not alter the components in any way. Do not add other suspension components to the system, or fabricate your own components to be used with this kit. Warrior makes no claims, implied or otherwise, regarding this kit and will not be responsible in any way if alterations in the components have been made.

INSTALLATION INSTRUCTIONS

1. Raise the front of the vehicle providing support with safety stands.
2. Remove the front wheels and tires.
3. Support the front axle housing using a floor jack. The vehicle's weight must be supported by stands under the frame.
4. Unbolt the tracking bar from the housing on the axle and tie it up out of the way. (see figure 3 for location)
5. Working through the engine compartment, remove the bolts attaching the upper end of the front brake hoses. (located behind the shock towers)
6. Remove the four U-bolts holding the springs to the front axle. Spring removal and installation is performed one side at a time.
7. Start on the driver side by positioning a floor jack beneath the axle housing, just inside the leaf spring. Raise the jack until the axle begins to separate from the spring and remove the frame bolts and shackle bolts on the leaf spring. Repeat on other side.
8. Prior to installing the new springs, lubricate the new poly eye bushings and sleeves with a water resistant lithium based grease. Loosely attach the front spring to it's hangers. Snug up, but do not tighten yet. Make sure spring tie bolt heads align and seat into the spring perch holes.
9. Install new U-bolts, putting one bump stop extension snubber onto the top of the axle tubes. (Figure 1 shows how the bump stops are captured by the U-bolts) Tighten U-bolts to 65 ft/lbs. of torque. Tighten spring pivot bolts to 35 ft/lbs. of torque on both frame mounts and shackle mounts.
10. Install the new tracking bar bracket onto the front axle housing by placing it on the stock mount where the flange matches the stock flange on the right side of the bracket. (see figures 3 and 3A) Place the SAE 1 1/4" washer over the stock bar location and in front of the Warrior bracket. Place the thick washer in front of the SAE washer 1 1/4" washer and use the 12mm x 2" long bolt and flange lock nut to secure. (Torque to 45 ft/lbs) Using the hole in the new bracket as a guide, drill a 3/8" hole through the stock flange of the track bar housing. Bolt up the bracket using 3/8" x 1 1/4" bolt. Washer, and 3/8" flange nut. (torque 3/8" bolt to 35 ft/lbs.)
11. Attach tracking bar to the new bracket using the 12 mm x 2 1/2" bolt, flat washer and 12 mm flange lock nut. (torque 12 mm bolts to 45 ft/lbs.) Figure 3 shows how the track rod is bolted up to the new track rod bracket.
12. Assemble and install new front shock absorbers (#60501). Tighten upper stem type mounts, only until bushings swell slightly. Then torque lower mounts to 45 ft/lbs. Boot and bushing installations are made easier by using rubbing alcohol as a lubricant.

13. Install new brake line relocating brackets in stock hole reusing the bolt on the frame rail. Pull steel line out from the frame rail. **Use caution when rerouting the steel line so you do not kink the line.** Mount the line to the bracket using the 5/16" x 1" bolts, washers and flange lock nuts. **Note:** There is a driver's side and passenger side bracket as shown in figure 2.
14. Install tires and wheels, remove jack stands, and lower the vehicle to the floor. Tighten the front spring shackle bolts to 95 ft/lbs. And the stationery ends to 105 ft/lbs.
15. Raise the rear end of the vehicle, once again using jack stands under the rear frame rails.
16. Remove the retainer clip that holds the stock rubber brake hose to it's upper mount bracket. This is where the rubber hose ends and the metal line begins. Insert the new "z" bracket in between the stock mounting bracket and the hose end. The 5/16" x 1" bolt and flanged lock nut are used at the "bracket to bracket" end. Position the hose/line through the slot and into the hole on the "z" bracket's opposite end and then reinstall the clip. (see figure 5)
17. Disconnect the tracking bar from the frame rail. Install new drop down tracking bar bracket on the frame rail as shown in figure 4 using 12mm -1.75 X 80mm bolt, 5/16"-24 bolt, 5/16" flat washer and 5/16" 24 lock nut.
18. Install new springs with shims. (torque U-bolts to 65 ft/lbs.) Remember to install the bump stop extension snubber as you did on the front. When installing the springs, the thick part of the shim goes towards the front of the vehicle. Attach tracking bar to drop down bracket using the original 12mm bolt and flange nut. (torque to 45 ft/lbs.)
19. Assemble the rear shock absorbers (Part # 60503) with loop bushings and corresponding sleeves. Install the shocks torquing the 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.
20. Install tires and wheels, remove jack stands, and lower the vehicle to the ground. Tighten the shackle bolts to 95 ft/lbs. and the frame end bolts to 105 ft/lbs.

TRANSFER CASE INSTALLATION INSTRUCTIONS

1. Place your floor jack under the transmission mount skid plate making sure that the jack is centered. Use it to support the skid plate.
2. Loosen the bolts on the transfer case skid plate on both sides to allow some movement. Do not remove the bolts.
3. Proceed to either side. Do not remove the bolts from both sides simultaneously. Remove the three bolts holding the transfer case skid plate to the frame rail. It may be necessary to loosen the bolts holding the transfer case to the skid plate to allow some movement. This should allow the installation of the lowering spacers on the skid plate.
4. Using the floor jack, slightly lower the skid plate and insert the transfer case lowering spacer. The spacer has a front and back. (the holes only will line up in one direction) When the transfer case is dropped it will tend to move forward. To get the new bolts to line up with the holes in the frame rail you will have to push the transfer case skid plate towards the back of the vehicle.
5. Using the bolts and conical washers supplied, slightly tighten the bolts. Be sure that the tapered end of the washer is facing toward the bracket. Do not full tighten to allow for some movement when installing the other side.
6. Proceed to the opposite side of the vehicle and install the brackets as explained above. After installing both sides, tighten the bolts being careful not to over tighten.
7. It may be necessary to remove some material from the body underneath the shifter on the manual shift models to allow clearance for shifting into all gears. To accomplish this, remove the shifter boot from the shifter. Go through the shift pattern and note where the shifter is coming in contact with the body. Remove approximately 1/2" of material from the body. Go through the shift pattern again and note any contact. Trim accordingly. Reinstall the boot and secure.

PITTMAN ARM INSTALLATION INSTRUCTIONS