



## #J3310, J3311 Installation Instructions 1984-2001 Jeep XJ 3" Front Coil Spring/Rear Add-A-Leaf Lift

### Read and understand all instructions and warnings prior to installation of product and operation of vehicle.

Zone Offroad Products recommends this system be installed by a professional technician. In addition to these instructions, professional knowledge of disassembly/ reassembly procedures and post installation checks must be known. Minimum tool requirements include the following: Assorted metric and standard wrenches, hammer, hydraulic floor jack and a set of jack stands. See the "Special Tools Required" section for additional tools needed to complete this installation properly and safely.

#### » PRODUCT SAFETY WARNING

Certain Zone Offroad Products are intended to improve off-road performance. Modifying your vehicle for off-road use may result in the vehicle handling differently than a factory equipped vehicle. Extreme care must be used to prevent loss of control or vehicle roll-over. Failure to drive your modified vehicle safely may result in serious injury or death. Zone Offroad Products does not recommend the combined use of suspension lifts, body lifts, or other lifting devices.

You should never operate your modified vehicle under the influence of alcohol or drugs. Always drive your modified vehicle at reduced speeds to ensure your ability to control your vehicle under all driving conditions. Always wear your seat belt.

#### » TECHNICAL SUPPORT

**Live Chat** provides instant communication with Zone tech support. Anyone can access live chat through a link on [www.zoneoffroad.com](http://www.zoneoffroad.com).

[www.zoneoffroad.com](http://www.zoneoffroad.com) may have additional information about this product including the latest instructions, videos, photos, etc.

Send an e-mail to [tech@zoneoffroad.com](mailto:tech@zoneoffroad.com) detailing your issue for a quick response.

**888.998.ZONE** Call to speak directly with Zone tech support.

#### » PRE-INSTALLATION NOTES

1. Special literature required: OE Service Manual for model/year of vehicle. Refer to manual for proper disassembly/reassembly procedures of OE and related components.
2. Adhere to recommendations when replacement fasteners, retainers and keepers are called out in the OE manual.
3. Larger rim and tire combinations may increase leverage on suspension, steering, and related components. When selecting combinations larger than OE, consider the additional stress you could be inducing on the OE and related components.
4. Post suspension system vehicles may experience drive line vibrations. Angles may require tuning, slider on shaft may require replacement, shafts may need to be lengthened or trued, and U-joints may need to be replaced.
5. Secure and properly block vehicle prior to installation of Zone Offroad Products. Always wear safety glasses when using power tools.
6. If installation is to be performed without a hoist, Zone Offroad Products recommends rear alterations first.
7. Due to payload options and initial ride height variances, the amount of lift is a base figure. Final ride height dimensions may vary in accordance to original vehicle attitude. Always measure the attitude prior to beginning installation.

#### Difficulty Level

easy 1 2 **3** 4 5 difficult

Estimated installation hours: 3-5

#### Special Tools Required

T-50 Torx socket

C-Clamps (Pair)

#### Tire/Wheel Fitment

30x9.50 tire/15x7, 3.5-4" B.S. wheel

31x10.50 tire/15x8, 3.5-4" B.S. wheel - Some trimming req'd

## Kit Contents

Qty	Part
2	3" Front Coil Spring
2	3" Add-A-Leaf
4	U-bolts/nuts/washers

Qty	Part
4	Leaf Spring Clamp
2	5/16" center pin/nut
2	Front Shock
2	Rear Shock

### Important—measure before starting!

Measure from the center of the wheel up to the bottom edge of the wheel opening

LF \_\_\_\_\_ RF \_\_\_\_\_

LR \_\_\_\_\_ RR \_\_\_\_\_

### Step 2 Note

The track bar bolt may require a T-50 Torx socket on early models.

## INSTALLATION INSTRUCTIONS

1. Park the vehicle on an appropriate work surface. Ensure that the vehicle is in park for automatic transmission or in first gear for manual transmissions and the parking brake is applied. Block the wheels for added safety.

### » FRONT INSTALLATION

2. Remove the bolt mounting the front track bar to the passenger's side of the axle (Figure 1). Save track bar bolt and nut tab. Allow the track bar to hang free.

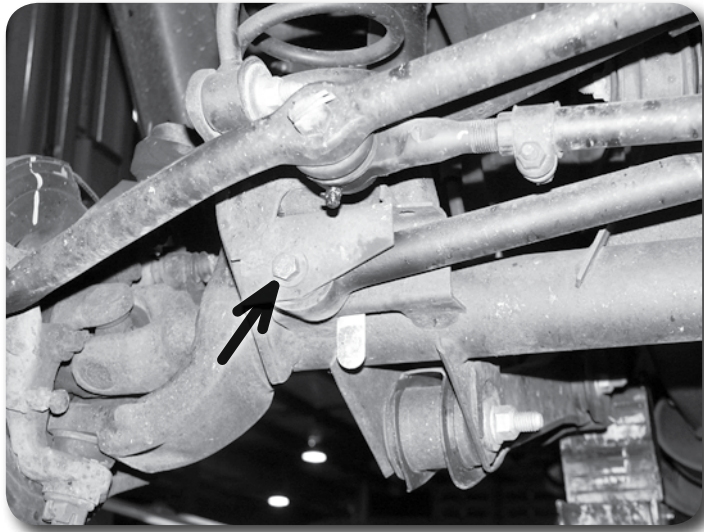


Figure 1

3. Raise the front of vehicle with a hydraulic jack and place jack stands under the frame rails, just behind the lower control arm pockets.
4. Remove the wheels.
6. Support the front axle with a hydraulic jack. Remove the shocks. Save the lower shock hardware.
7. Remove the upper mounting nut from the sway bar links (Figure 2). Swing the sway bar up off of the links. Save all hardware/bushings.
8. Remove the cotter pin and castellated nut from the drag link end at the pitman arm (Figure 3). Thread the nut back on a couple of turns. Strike the pitman arm near the drag link end to release the tapered seat. Take care not to damage the end. Remove the nut and the drag link from the pitman arm. Save hardware.
9. Remove the driver's and passenger's side coil spring retainer clip located on the back side of the axle coil seat. Save clips and bolts.

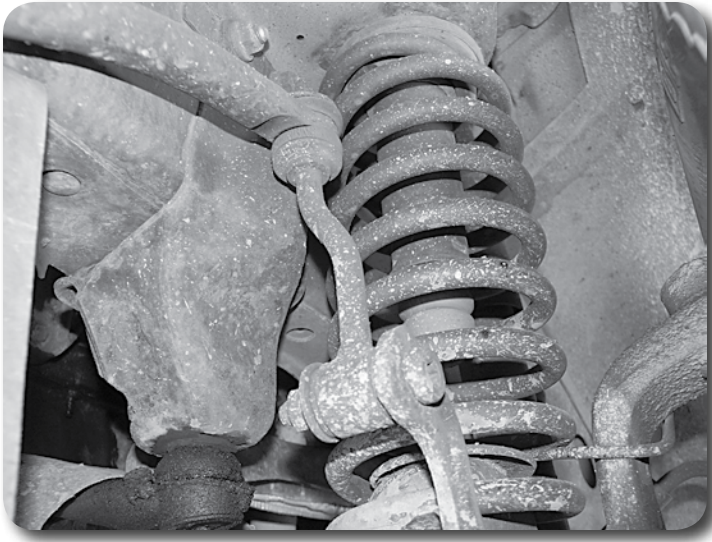


Figure 2

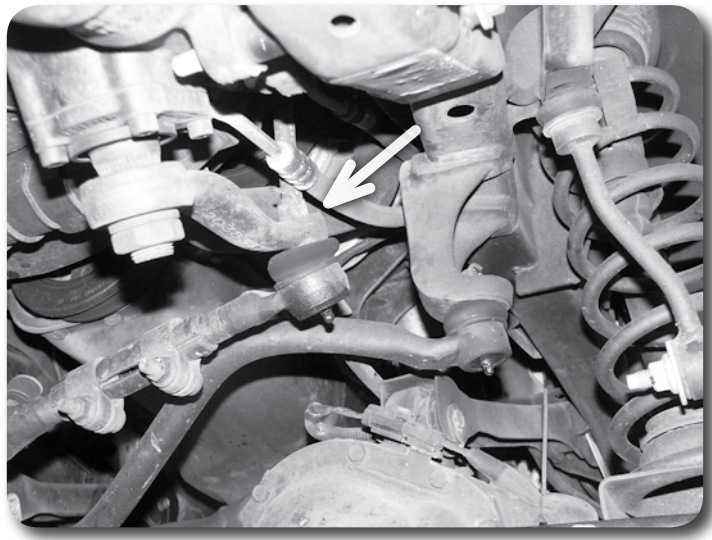


Figure 3

10. Loosen the driver's and passenger's side lower control arm bolts at the axle. Completely remove the passenger's side bolt and leave the driver's side in place. This should allow the axle to lower enough to remove and install the coil springs.
11. Lower the axle with the hydraulic jack and remove the original coil springs. Take care not to over extend the brake lines.
12. Install the new coil springs and rotate the ends so that they seat properly in the axle mounts.
13. Raise the axle until the coils seat in the upper mounts and have a slight amount of pressure on them. Reinstall the driver's and passenger's side coil retainers and torque to 20 ft-lbs.
14. Reattach the passenger's side lower control arm bolt/nut/washers. Snug the bolt but do not tighten completely. Both lower control arm bolts will be tightened with the weight of the vehicle on the suspension.
15. Install the new shocks with the provided upper bushings/hardware. Leave the upper nut loose.

16. Attach the shock to the axle with the original shock hardware. Torque bolts to 20 ft-lbs. Go back and tighten the upper shock stem nut until the stem bushings begin to swell. Install the thin jam nut on the stem and tighten it against the first nut.
17. Reattach the drag link to the pitman arm with the original castellated nut. Torque the nut to 60 ft-lbs. Align the cotter pin hole with the slots in the nut and install the cotter pin. Never loosen the nut to align the cotter pin, only tighten. If the original cotter pin is damaged, replace it with a new one.
18. Install the wheels and torque the lug nuts to the manufacturer's specs. See vehicle owner's manual.
19. Remove the jack stands and lower the vehicle to the ground.
20. Bounce the front of the vehicle to settle the suspension.
21. Attach the sway bar links to the sway bar with the original hardware/bushings. Tighten nuts until the bushings begin to swell.
22. Reconnect the front track bar to the axle mount with the original hardware. Torque bolt to 50 ft-lbs. Note: To aid in aligning the track bar hole have an assistant turn the steering wheel to shift the trackbar in the correct direction.
23. Torque the lower control arm bolts to 85 ft-lbs.
24. Check all hardware for proper torque.

---

## » REAR INSTALLATION

1. Block the front wheels for safety.
2. Raise the rear of the vehicle with a hydraulic jack and support with jack stands at the frame rails just ahead of the leaf spring hanger.
3. Remove the wheels.
4. Support the rear axle with a hydraulic jack. Remove the shocks. Save all shock hardware.

*Complete the following one side at a time, starting with the passenger's side.*

5. With the rear axle well supported with a hydraulic jack, remove the leaf spring u-bolts. The sway bar link bracket will be free with the removal of the outer u-bolt.
6. Lower the axle from the spring.
7. Remove the factory bend-over style leaf spring clamps. These will not be re-used.
8. Place C-clamps on each side of the leaf spring center pin to hold the leaf pack together. Remove the leaf spring center pin and then release the C-clamps. This will allow the leaf pack to come apart. Take note each leaf's position and orientation (front to rear).
9. The leaf lengths get shorter as they go from the top leaf in a pyramid shape (Figure 4). Insert the supplied add-a-leaf in the appropriate position to form a pyramid shape. Using the C-clamps on each side of the center pin hole, compress the leafs together while aligning the new center pin through all of leaf center pin holes (from the bottom up). With the pack completely compressed together with the clamps, fasten the center pin with the provided nut. Torque nut to 20 ft-lbs. Cut off any excess center pin. Do not use the center pin to compress the pack together.
10. Remove the C-clamps from the leaf pack and ensure the individual leafs are all inline with each other. Install the provided bend-over style clamps on the leaf pack (Figure 5). Install one clamp on each side of the center pin about 12" from the center pin. Bend the ends of the clamps over to secure them to the spring.

### Step 4 Note

The upper factory shock bolts are prone to corrosion. Take care removing the bolts, they can break easily.

### Step 6 Note

Slightly loosening the driver's side u-bolts will allow the axle to lower from the spring with less restriction.



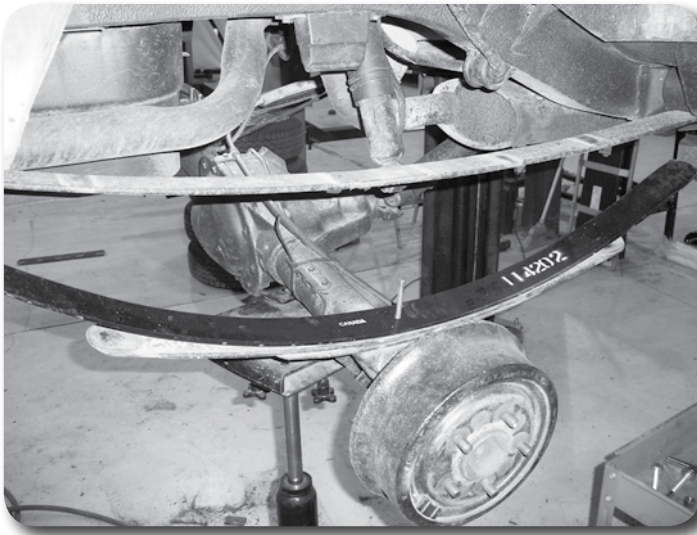


Figure 4

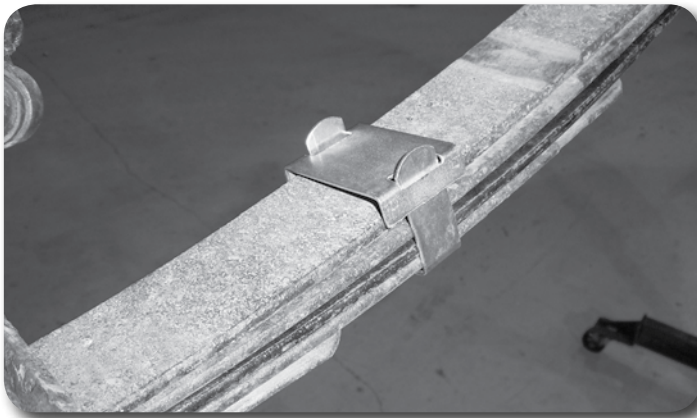


Figure 5

11. Raise the axle to the leaf spring, aligning the center pin with the center pin hole in the axle. Fasten with the provided u-bolts, nuts and washers. Snug u-bolts but do not tighten completely. U-bolt torque will be set with the weight of the vehicle on the suspension. Note: Make sure to reattach the sway bar end bracket to the outer u-bolt.
12. Repeat procedure on the driver's side. Note: Take care not to overextend the rear brake line. It may be necessary to remove the brake line retaining clip and free the line from the bracket at the frame to provide more slack.
13. With both sides complete, install the new shocks with the factory hardware. Torque the upper hardware to 25 ft-lbs and the lower nut to 50 ft-lbs.
14. If the rear bracket line was removed from the frame bracket, reattach it with the factory retaining clip.
15. Install the wheels and lower the vehicle to the ground.
16. Bounce the rear of the vehicle to settle the suspension. Torque the u-bolts to 75-90 ft-lbs.

## » POST-INSTALLATION

1. A complete front end alignment is required.
2. Depending on vehicle model year, transmission/transfer case, and/or axle model a driveline vibration may occur after the installation of this lift. If the vibration is excessive, a transfer case drop can be installed to reduce the rear driveline angle. This kit (Zone #J5006) can be purchased at [www.zoneoffroad.com](http://www.zoneoffroad.com).

## Post-Installation Warnings

1. Check all fasteners for proper torque. Check to ensure for adequate clearance between all rotating, mobile, fixed, and heated members. Verify clearance between exhaust and brake lines, fuel lines, fuel tank, floor boards and wiring harness. Check steering gear for clearance. Test and inspect brake system.
2. Perform steering sweep to ensure front brake hoses have adequate slack and do not contact any rotating, mobile or heated members. Inspect rear brake hoses at full extension for adequate slack. Failure to perform hose check/ replacement may result in component failure.
3. Perform head light check and adjustment.
4. Re-torque all fasteners after 500 miles. Always inspect fasteners and components during routine servicing.