

**JEEP® WRANGLER YJ
6" MONOLINEAR
#YJ60MKN & #YJ65MKN
INSTALLATION INSTRUCTIONS**



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 the 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 and 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 can vary as much as 1/2".



**RECOMMENDED ACCESSORY:
YJ 5TH LINKPRT# YJ5LK
SOLD SEPARATELY**



Instruction for this accessory are included with these instructions.

BEGIN INSTALLATION:

1. Make sure to park the vehicle on a level concrete surface. Many times a vehicle is unlevel from side-to-side (even when brand new), but usually not noticed until modifying the suspension with a lift kit which makes it more noticeable. If the vehicle is unlevel prior to installing the lift kit, it will also be unlevel after installation. Using a measuring tape, measure the front and rear (both sides) from the ground up to the center of the fender opening above each axle. Record below for future reference.

BEFORE

Driver's Side, Front: _____ Rear: _____ Passenger Side, Front: _____ Rear: _____

AFTER

Driver's Side, Front: _____ Rear: _____ Passenger Side, Front: _____ Rear: _____

FRONT INSTALLATION:

1. Install 5/16" grade 8 center pins into FRONT springs part# YJ65MS. Install 5/16" grade 8 nut and tighten to 27 ft. lbs. Assemble front shackle as shown in Figure #1. Place 1"X2.900" spacer onto middle bolt of front shackle.
2. Raise front of vehicle and support securely with jack stands under the frame behind front springs and block the rear wheels. Remove the tires, shocks, u-bolts **(Caution: once the u-bolts are removed, the front axle will be free to move, so support securely on a floor jack).**
3. Unbolt each end of the original front leaf springs and remove both springs from vehicle. Grease and install new frame shackle bushings and sleeves at this time. Install the shackles with tow bar pin facing out from the front bumper and grease fittings facing outward. **(NOTE: It is important to NOT tighten the spring and shackle bolts at this time. If springs are tightened, with no load being applied on the springs, a false lift and stiff ride will result. These bolts will be tightened later, once the vehicle is on the ground.)**
4. Install new FRONT springs part # YJ65MS while still supporting the front axle with the floor jack, lower axle down to the leaf springs. Be certain the tie bolt heads align and fit into the holes in the axle housing. Install the new u-bolts included, placing bump stop spacer tab under the u-bolt as shown in Figure #2, and tighten them to 90 ft. lbs. Install tires and lower vehicle to the ground.
5. Insert sleeved spacer (1" x 1.870") into the original upper track bar mount,(see arrow in figure #3), with 1/2" washer (1 3/8" OD), against the 1/2"x3 1/2" bolt head. Install bolt from the rear passing through the driver's side end of the new track bar. Now install the other 1/2" washer (1 3/8" OD), between the track bar bushing and the back side of the track bar mount. Passing through OEM track bar mount fitted with spacer provided, apply 1/2" washer and lock nut. **NOTE: This is a slotted hole, tighten only after full vehicle weight is applied to the springs.**
6. Install bushings and sleeves into new track bar. This step is for installing the track bar and track bar bracket on the passenger side axle housing. A front track bar (pan hard rod) relocation bracket is required. (See figure #3) This bracket is packaged separately with its own metric hardware (top of bracket is wide end with slotted hole, and offset should bend toward the front bumper over the original mounting tab). To install bracket, un-bolt the factory track bar from the original bracket on axle (save the original nut to re-use). Place the bottom of new bracket just behind the original bracket on axle with a washer between the brackets, then insert the shorter metric bolt from the front going through the original bracket, then the washer, and next through the new bracket. Now install the new nut and tighten. Hook up track bar by first **(NEXT PAGE)**



Figure #1



Figure #2



Figure #3

putting a washer on the new longer metric bolt and insert bolt through track bar (from the front), then through the slotted hole on new bracket. **After full vehicle weight is applied, tighten spring eye bolts and shackle bolts to manufacturers specification.**



Figure #4

7. Install front brake lines with instructions provided.
8. Install front shocks and sway bar disconnects at this time (see Figure #2). With wheels in a straight ahead position, loosen and turn adjuster sleeve on drag link to center steering wheel. Tighten sleeve when wheel is centered.

REAR INSTALLATION:

9. Raise rear, support securely with jack stands under frame ahead of rear springs and block the front wheels. Remove the tires, shocks, u-bolts and disconnect track bar at frame mount. **(Caution: the rear axle will now be free to move, so support securely on floor jack.)**
10. Remove springs from vehicle. Lightly grease and install frame shackle bushings and sleeves at this time. Assemble and mount rear shackles as shown in figure #4. Place 1" x 2.900" spacer onto middle bolt of shackle. Fasten the degree shim with thick end of shim towards front bumper using new 5/16" grade 8 center pins in original configuration.



Figure #5

11. Install new REAR springs part #YJ65MS onto vehicle.
12. Using the floor jack, lower the rear axle down to leaf springs. Be sure tie bolts align and fit into the tie bolt holes in the axle housing. Install and tighten new u-bolts to 90 ft. lbs. Install and tighten shocks, and tires and lower vehicle to ground. **After full vehicle weight is applied, tighten spring eye bolts and shackle bolts to manufacturers specification.**
13. Loosen track bar at differential mount. Place 7/16" washer (1.25" OD) onto 7/16" x 3 1/2" bolt along with 3/4" x 2.380" crush sleeve. Insert into the factory .850" dia. hole on outside of passenger side frame directly above differential looking in from the wheel well opening. With bolt now protruding past inside of frame, install 90 degree track bar bracket using small washer and nut. Insert 1" x 1.610" sleeve into original track bar mount. Place tabbed bracket with small spacer facing the rear of the original mount and install 1/2" x 4" bolt with washer from front to rear and apply washer and lock nut. Do not tighten at this time. Install track bar into new track bar bracket at frame and with weight on the springs tighten the upper track bar and mounts into place. Tighten lower mount. See Figure #5.
14. Install rear brake line using instructions supplied.

15. A transfer case slip yoke eliminator kit and rear drive shaft are necessary and should be installed. These kits are available from Skyjacker Suspensions, order #FIX231 (FIXED YOKE KIT for NP231 transfer case models) and YJRS (REAR DRIVE SHAFT-specify year, engine, and transmission type). Call Skyjacker Suspensions for information on these parts.

NOTE: After driving the first 50 miles, re-torque ALL nuts, bolts and ESPECIALLY U-BOLTS, torque again after another 100 miles and then check periodically thereafter.

TROUBLE SHOOTING

Upon completion of installation (front and rear), if the vehicle appears to sit un-level go to step 1 and record the AFTER measurements to verify the amount of lift obtained at each point. If the vehicle does sit un-level and **it did not sit un-level in step 1**, the following can be checked:

1. Be sure all of the polyurethane bushings were greased well so that they will not restrict the springs movement.
2. Check the body bushings between the frame and the body to be sure they are not showing wear. If so, SKYJACKER offers replacement polyurethane kits.
3. In order to be sure that the bushings are not restricting the spring from being at the correct ride height, loosen (do not remove) the spring eye bolts. Stand on the bumpers and bounce the vehicle up and down vigorously to free up the bushings and retighten the spring eye bolts.

ACCESSORIES:

Single and Dual Steering Stabilizer Kits

Polyurethane Cab Mounts and Sway Bushing kits

1" Polyurethane Body Lift

Transfer Case Slip Yoke Eliminator Kit # FIX231 (Figure #6)

Heavy Duty Drive Shaft #YJRS (Figure #7)

'91 - '95 Models Only: 1.25" DOM Swedged Tubular Drag Link Replacement (Figure #8)



Figure #6



Figure #7

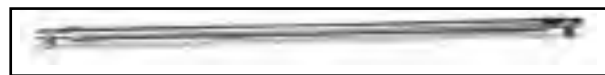


Figure #8

NOTE: After driving the first 50 miles, re-torque ALL nuts, bolts and ESPECIALLY U-BOLTS, torque again after another 100 miles and then check periodically thereafter.