



SUPERLIFT®

S U S P E N S I O N

**Superlift Part No. 5067 and 5068
Anti-Sway Bar Quick Disconnect Links for
1997 and newer JEEP TJ with coil spring suspension**

INSTALLATION INSTRUCTIONS

Read instructions several times before starting. Be sure you have all needed parts and know where they install. Read each step completely as you go.

WARNING:

These links, when in the disconnect mode, are intended to improve the suspension's ability to keep the tires in contact with the driving surface in extremely rough, *SLOW SPEED* situations. In disconnect mode, they render the anti-sway bars useless. When connected, they do not affect the performance of the anti-sway bars. **DO NOT** operate the vehicle with the links in disconnect mode in excess of 5 miles per hour. Failure to observe this warning could cause loss of vehicle control and / or a vehicle rollover, which can cause severe property damage, bodily injury or even death.

NOTES:

- Vehicle must be equipped with a 3" to 4" suspension lift.
- Prior to attaching components, be sure mating surfaces are free of grease, grit, oil, undercoating, etc.
- A foot pound torque reading () is given after each fastener.
- Use the check-off box "☐" found at each step to help keep your place. Two "☐☐" denotes that one check-off box is for the driver side and one is for the passenger side.
- An arrow on diagrams indicates which direction is towards "front of vehicle".
- Retain all factory hardware for reuse, unless otherwise specified.

#5067 - FRONT LINK DISCONNECTS

PARTS LIST

The part number is stamped into each part or printed on an adhesive label. Identify each part and place the appropriate mounting hardware with it.

PART NO.	DESCRIPTION (Qty.- if more than one)	NEW ATTACHING HARDWARE (Qty.- if more than one)
55-01-5067	(2) bracket.....	(2) 3/8" x 1-1/2" bolt (2) 3/8" Nyloc nut
55-02-5067	(2) link, upper end	(4) bushing half (2) sleeve, 7/16" ID (2) 7/16" x 2-3/4" bolt (2) 7/16" Nyloc nut

PARTS LIST (Continued)

PART NO.	DESCRIPTION (Qty.- if more than one)	NEW ATTACHING HARDWARE (Qty.- if more than one)
55-03-5067.....	(2) link, lower end.....	(4) bushing half (2) sleeve, 1/2" ID (2) 1/2" x 3" bolt (2) 1/2" SAE flatwasher (2) 1/2" Nyloc nut
04-5067.....	(2) bar retaining strap assembly	(2) 1/4" x 1" bolt (2) 1/4" USS flatwasher (2) 1/4" Nyloc nut
00421.....	decals, 2" x 5" yellow "Superlift"	

#5067 FRONT LINK INSTALLATION [DIAGRAMS 1 through 3]

1) PREPARE VEHICLE...

- Place vehicle in low gear or park. Raise front of vehicle with a jack, and secure a jack stand behind the lower link arm mounts, beneath each frame rail. Ease the frame down onto the stands. Support the axle with a floor jack, but be sure the frame remains on the stands.

NOTE: It is not mandatory, but removing the wheels / tires will make the installation easier.

2) REMOVE LINKS...

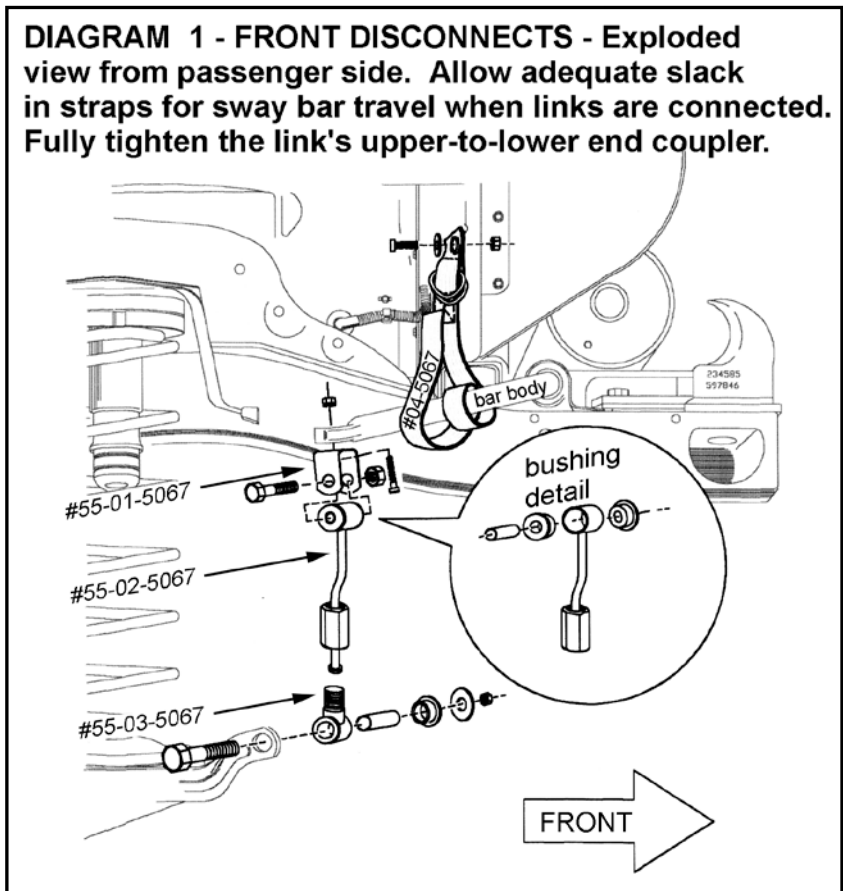
- Remove the factory sway bar links.

3) BRACKET #55-01-5067...

- Attach a "01" bracket to each end of the sway bar body using a 3/8" x 1-1/2" bolt and Nyloc nut (23). Insert the bolt facing up, and be sure the bracket legs are facing as shown.

**4) LINK PREASSEMBLY:
UPPER END #55-01-5067,
LOWER END #55-02-5067...**

- On each side:
 - Lubricate all contact surfaces of the Polyurethane bushings and the wear sleeves prior to installing them into the link eyes. Use a light, Lithium based grease. Note that the smaller ID sleeve installs in the upper end.



- Thread the upper end's coupler onto the lower end; hand tighten only.

5) INSTALL LINKS...

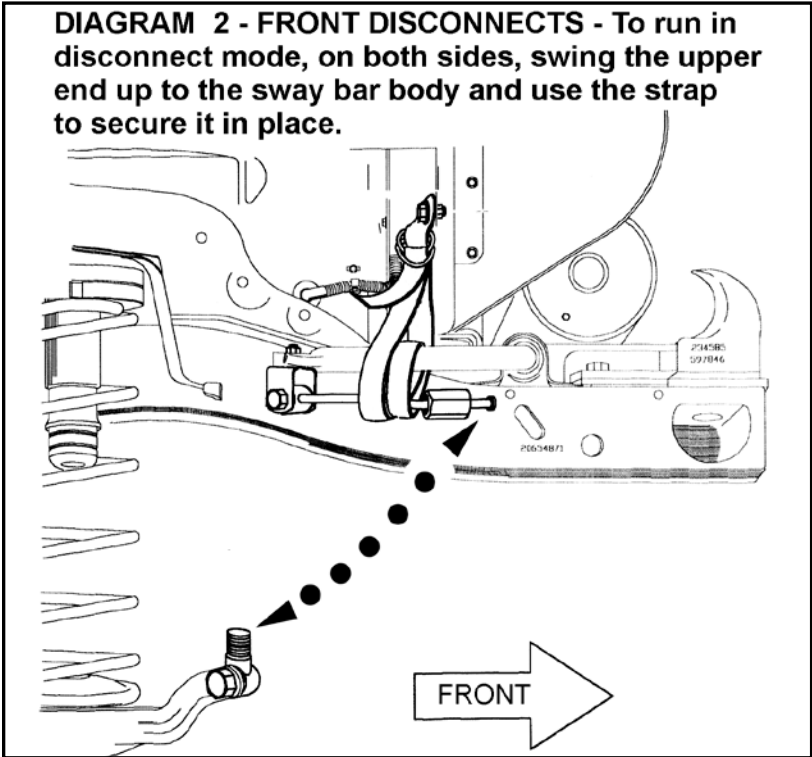
On each side:

- Install the link's upper end so the top portion of its offset is closer to the frame. Secure the upper end to the "01" bracket using the 7/16" x 2-3/4" bolt, facing inboard (38).
- Attach the link's lower end to the axle bracket using 1/2" x 3" bolt, facing inboard (57). A flatwasher is used on the Nyloc nut side.

6) RETAINING STRAP #04-5067...

On each side:

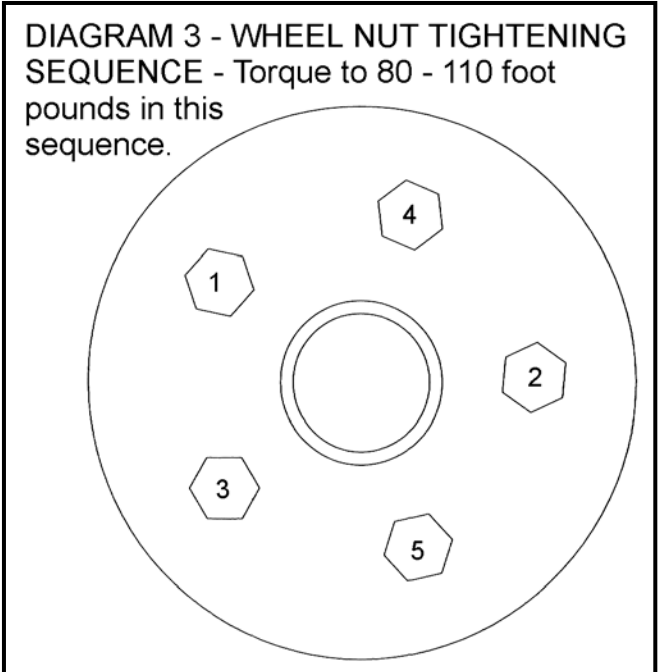
- Attach the retaining strap where shown, to an existing hole located in front of the fender well. Use the 1/4" x 1" bolt, flatwasher, and Nyloc nut (15). Loosely wrap the strap around the sway bar twice, then thread it through the strap buckle. DIAGRAM 1 shows how to position the strap when the links are connected. DIAGRAM 2 shows how to position the strap and the link's upper end when the links are disconnected.



7) REPLACE TIRES / WHEELS...

CAUTION: Before installing each wheel, be sure to remove any built-up corrosion on the wheel mounting surfaces. Ensure wheels are installed with good metal-to-metal contact. Improper installation could cause loosening of the wheel nuts. Never use oil or grease on lug studs or nuts.

- [DIAGRAM 3] All wheel nuts should be tightened just snug, then gradually tightened in sequence to the proper torque specification (80 to 110).
- With front of vehicle still on stands, and suspension "hanging" at full extension travel, turn steering lock-to-lock while checking components for proper operation and clearances.



Remove jack stands, and lower vehicle to floor.

8) ADJUST TURNING STOPS...

- Place the sway bar links in "disconnect" mode as shown in Diagram 2. The following step is performed one side at a time.
- Turn the wheels left full lock and inspect the clearance between the passenger side tire and the anti-sway bar link. If the tire contacts or nearly contacts the link, adjust the driver side turning stop until there is a minimum 1/2" of clearance between the tire and the link in disconnect mode.
- Turn the wheels right full lock and repeat the procedure on the driver side.
- Return the links to the "connected" mode.

#5068 - REAR LINK DISCONNECTS

PART NO.	DESCRIPTION <small>(Qty.- if more than one)</small>	NEW ATTACHING HARDWARE <small>(Qty.- if more than one)</small>
55-01-5068.....	(2) link, lower end.....	(4) bushing half (2) polyvinyl sleeve, 1/2" ID
55-02-5068.....	(2) link, upper end.....	(4) bushing half (2) polyvinyl sleeve, 1/2" ID
04-5067.....	(2) bar retaining strap assembly	(2) 1/4" x 1" bolt (4) 1/4" USS flatwasher (2) 1/4" Nyloc nut
00421.....	decal, 2" x 5" yellow "Superlift"	

#5068 REAR LINK INSTALLATION [DIAGRAMS 3 through 5]

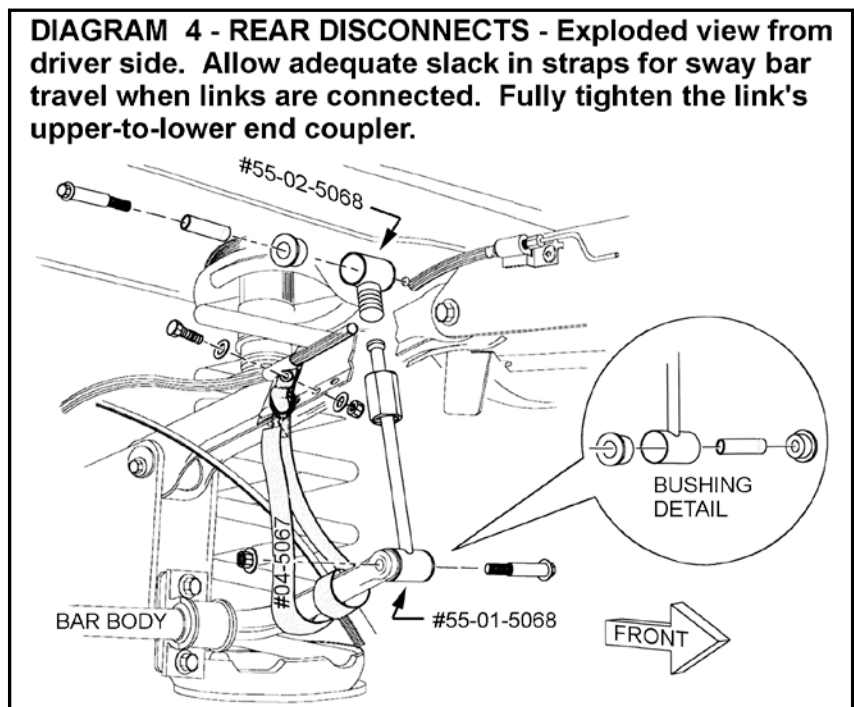
8) PREPARE VEHICLE...

Raise rear of vehicle with a jack, and secure a jack stand in front of the lower link arms, beneath each frame rail. Ease the frame down onto the stands. Support the axle with a floor jack, but be sure the frame remains on the stands.

NOTE: It is not mandatory, but removing the wheels / tires will make the installation easier.

9) REMOVE LINKS...

- Remove factory sway bar link and discard.



**10) LINK PREASSEMBLY:
LOWER END #55-01-5068,
UPPER END #55-02-5068...**

On each side:

- Lubricate all contact surfaces of the Polyurethane bushings, and the bushing wear sleeves, prior to installing them into the link eyes. Use a light, Lithium based grease. Both ends take the same size sleeve.
- Thread the lower end's coupler onto the upper end; hand tighten only.

11) INSTALL LINKS...

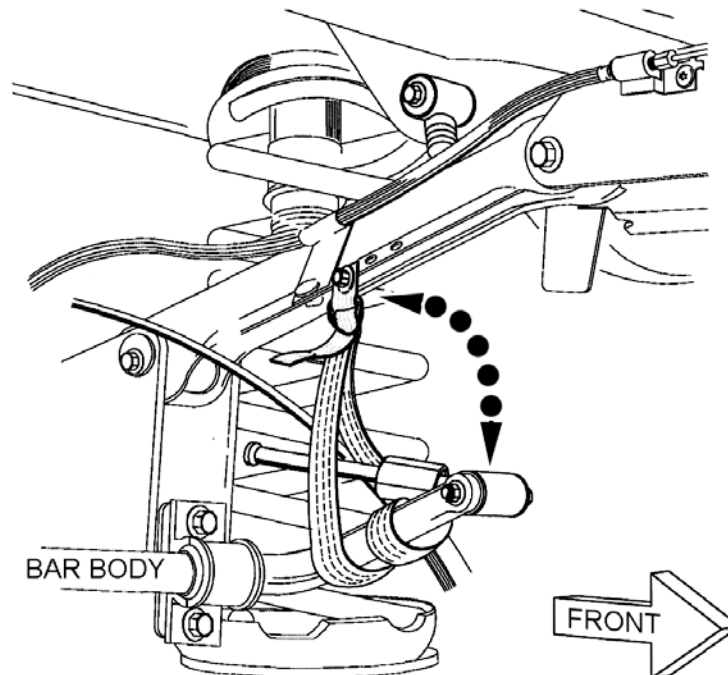
- Install the new links to the factory mounts using the factory attaching hardware (40).

12) RETAINING STRAP #04-5067...

On each side:

- There are a series of small holes on the inboard side of the suspension's upper link arm. Attach the retaining strap to one of these holes. Use the 1/4" x 1" bolt and Nyloc nut, with a flatwasher on both sides (15). Loosely wrap the strap around the sway bar twice, then thread it through the strap buckle. DIAGRAM 4 shows how to position the strap when the links are connected, while DIAGRAM 5 shows how to position the strap and links' upper ends when the links are disconnected.

DIAGRAM 5 - To run in disconnet mode, on both sides, swing the link's lower end down to the sway bar body, and use the strap to secure the link and bar body up and out of the way.



13) REPLACE TIRES / WHEELS...

Reference Step 7 and DIAGRAM 3.

IMPORTANT PRODUCT USE INFORMATION

These links, when in the disconnect mode, are intended to improve the suspension's ability to keep the tires in contact with the driving surface in extremely rough, *SLOW SPEED* situations. In disconnect mode, they render the anti-sway bars useless. When connected, they do not affect the performance of the anti-sway bar. **DO NOT** operate the vehicle with the links in disconnect mode in excess of 5 miles per hour. Failure to observe this warning could cause loss of vehicle control and / or a rollover, which can cause severe property damage, bodily injury or even death.

We strongly recommend, because of roll over 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.

Superlift will not be responsible for any altered product or any improper installation or use of our products. We will be happy to answer any questions concerning the design, function, and correct use of our products.

IMPORTANT MAINTENANCE INFORMATION

It is the ultimate buyer's responsibility to have all bolts / nuts checked for tightness after the first 100 miles and then every 1000 miles. The steering, suspension and driveline systems, along with wheel alignment should be inspected by a qualified professional mechanic at least every 3000 miles.

SUPERLIFT LIMITED LIFETIME WARRANTY

Suspension products bearing the Superlift (LKI Ent.) name are warranted for as long as the original purchaser owns the vehicle that the LKI product was originally installed on. This warranty is non-transferable. Warranty covers only the product, no labor, time loss, or freight incurred. Any product that has been abused, altered, incorrectly installed, or used in competition is not covered. Product finish, spring bushings, Polyurethane products, and normal wear is not covered. The LKI product is subject to replacement or repair. No other warranties are expressed or implied. An authorized Superlift dealer must inspect the part in question and confirm that the "Warning to Driver" decal is properly displayed. A copy of the sales invoice is required for warranty consideration.

SUPERLIFT SUSPENSION SYSTEMS

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