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**PRODUCT: K889640**  
**97-06 JEEP 2WD/4WD TJ / LJ 4" LIFT KIT**

**PARTS LIST**

**QTY**

759640 FRONT COILS	2
739630 REAR COILS	2
8896LCA LOWER CONTROL ARMS	4
8896FSB FRONT SWAY BAR LINKS	2
8896RSB REAR SWAY BAR LINKS	2
KJ09101 FRONT BUMP STOPS	2
8897FBS REAR BUMP STOP EXTENSION	2
8896RTB REAR TRACK BAR BRACKET	1
8368DD SKID PLATE DROP SPACERS	6
8896TCS TRANSFER CASE SHIFTER DRO	1
2400SL-1 FRONT SHOCKS	2
2200LL-3 REAR SHOCKS	2

8896FSB CLEVIS ADAPTOR	2
1/2-13X2 3/4" HEX CAP SCREW	4
1/2-13 NYLOCK NUT	4
1/2" FLAT WASHER	8
7/16-14X1 1/4" HEX CAP SCREW	2
7-16-14 NYLOCK NUT	2
7/16" FLAT WASHER	4

**RTB**

M12-1.5X80MM HEX CAP SCREW	1
M12-1.5 NYLOCK NUT	1
12MM FLAT WASHER	2
M8-1.25X20 HEX CAP SCREW	2
M8-1.25 SERRATED FLANGE NUT	2
M8 FLAT WASHER	2
3/4" X .120" X 1.600" CRUSH TUBE	1

**SP**

M12-1.75X65 HEX CAP SCREW	6
M12 FLAT WASHER	6

**TCS**

M6-1.0X16 FLAT HEAD SOCKET SCREW	2
M6-1.0 NYLOCK NUT	2
M6 FLAT WASHER	2

**RBS**

3/8-16X2.5" SELF TAP HEX CAP	2
3/8" FLAT WASHER	2

**PRIOR TO INSTALLATION:**

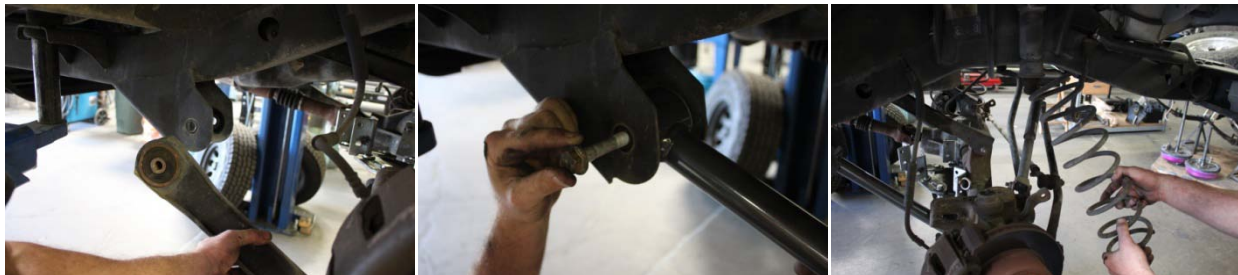
1. Factory service manual is recommended to have on hand.
  2. Secure and properly block vehicle prior to beginning installation
  3. Always wear safety glasses when using power tools or working under the vehicle
  4. Modifications to any part will void the warranty associated with that product.
  5. Jack up front of vehicle, place jack stands under frame, behind front suspension.
- After removing parts from vehicle, save hardware for reinstallation

**IT IS RECOMMENDED THAT YOU HAVE YOUR VEHICLE'S ALIGNMENT CHECKED WHENEVER INSTALLING NEW SUSPENSION. IT IS ALSO RECOMMENDED THAT YOU ADJUST YOUR HEADLIGHTS WHENEVER YOUR VEHICLE'S RIDE HEIGHT IS ALTERED.**

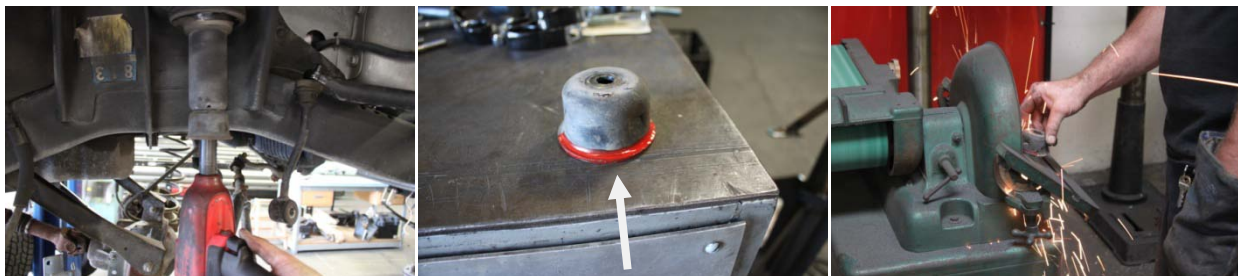
1. Support the front front axle in the middle with an adjustable jack.
2. Unbolt both front shocks at both ends and remove.
3. Unbolt both the front sway bar end links at both ends and remove.
4. Unbolt the track bar from the axle and then separate.



5. Remove each front lower control arm, one at a time and install new Maxtrac arms, do not tighten the control arms completely yet.
6. Remove front coil springs one at a time.



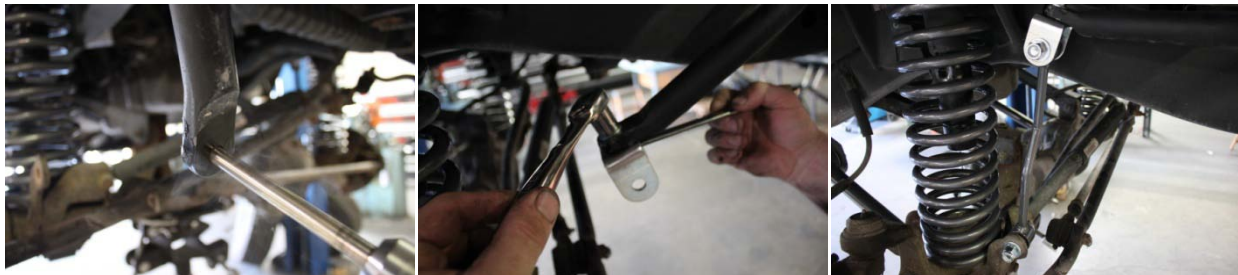
7. Pull out the factory bump stop and unbolt the bump stop retainer cup.
8. Using a grinder, completely remove the flair halfway around the bottom of the retainer cup, as pointed to in the picture. If not removed, then the coil spring will catch on this lip. Once done reinstall the cup without the factory bump stop and the ground off side facing the front of the vehicle.



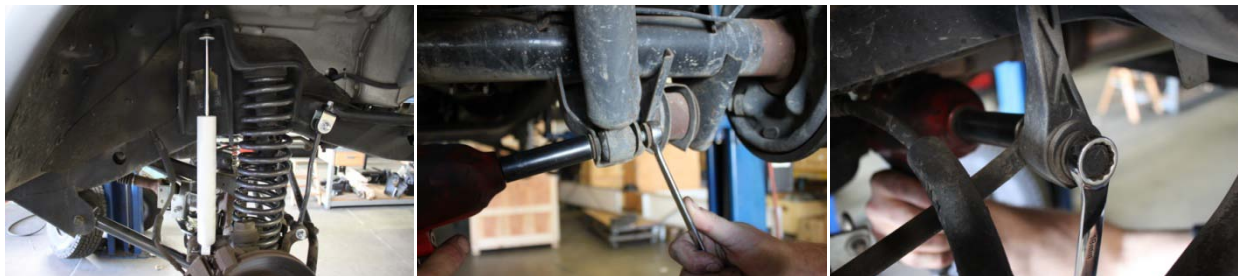
9. Hold the new front bump stop inside the coil while installing. Once the coil is installed, maneuver the bump stop up the coil and press it up into the retainer cup.
10. Make a mark 1" directly over from the factory track bar bracket on the front axle. Then center punch and drill out with a 7/16" drill bit. Make sure to go through both sides.
11. Re-install the track bar, using factory hardware into the new hole. A ratchet strap will be necessary to pull the axle over and align the track bar.



12. The sway bar end will need to be drilled out using a 7/16" drill bit.
13. Once drilled, install the new sway bar clevis using provided hardware.
14. Jack up the axle and attach the new offset sway bar end links using the provided hardware.



15. Install new shocks on both sides.
16. Moving onto the rear, support rear axle with an adjustable jack, then unbolt both rear shocks at both ends and remove
17. Unbolt both sway bar end links at both ends and remove.



18. Unbolt and remove the lower control arms from both sides in the rear (one at a time), then install the new maxtrac arms. Install the nuts, but do not tighten arms until the truck is on the ground.
19. Remove plastic cover by removing the two plastic clips, then unbolt the track bar from the mount on the axle.
20. Remove both rear coil springs.





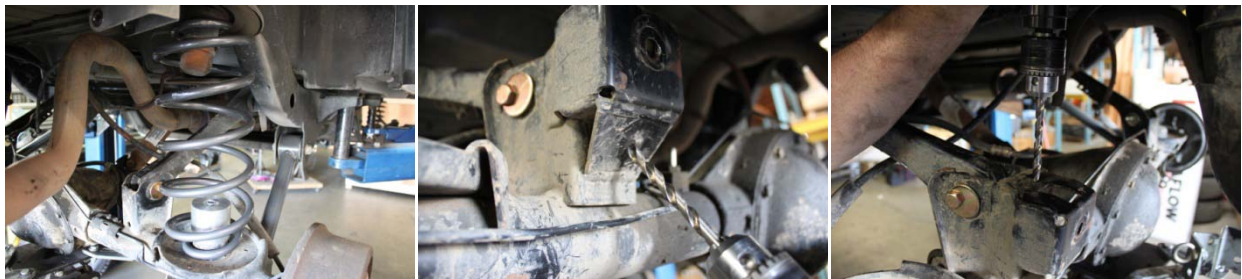
21. If installing Maxtrac rear axle pitch cams, do it now while the upper control arm mount is accessible.
22. Unbolt one upper control arm from the axle to access the bolt hole.
23. Either use a jeep cam slot punch out tool or a die grinder with a carbide bit to slot the upper control arm bolt hole.



24. Install Maxtrac pitch cams and rotate so the bolt is as far forward as possible.
25. Mark the center of the lower coil spring centering nipple by using a transfer punch or a ruler
26. Drill out the center using a 5/16" drill bit



27. Install both coil springs while holding the rear bump stop extension inside the coil (It will be bolted in after the coil is installed) using the provided self tapping bolts.
28. Drill out the small hole on the bottom of the track bar bracket at the axle using a 3/8" drill bit.
29. Drill out the top hole on the track bar bracket on the axle using a 3/8" drill bit.



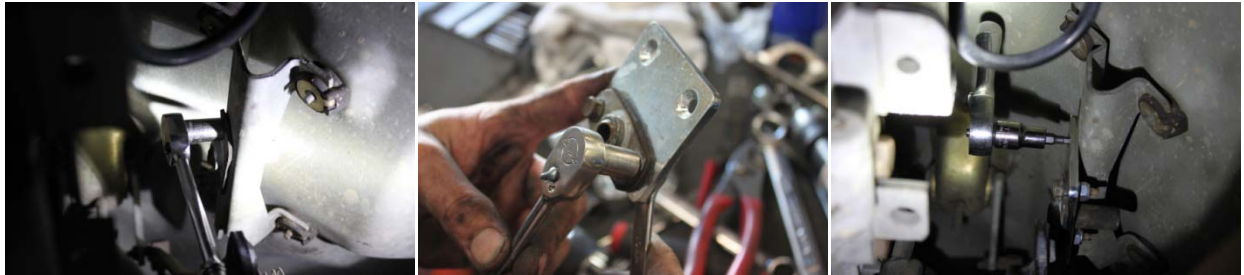
30. Install the new Maxtrac track bar bracket using provided 8mm bolts at the small holes and 12mm bolt with sleeve at the original track bar hole.
31. Reinstall the track bar into the new bracket using the original bolt. If you're having trouble, loosen the rear pitch cams and use a ratchet strap to pull the axle over.
32. Install Maxtrac shocks, body down / shaft up, using the factory hardware.



33. Use a flat head screw driver to disconnect the t-case shift linkage from the pivot arm.
34. Unbolt the shift linkage bracket from the T-case and pull the arm out of the pivot pocket.
35. Use a sanding disc or file to remove about 1/16" off the end of the shift linkage.



36. Unbolt pivot arm pocket from the mount on the trucks body tunnel (Tunnel is part of the floor that bulges up where the transmission is)
37. Install the pivot arm pocket on the Maxtrac drop down bracket using the factory hardware and provided nuts.



38. Install the drop down bracket onto the body tunnel mount using the provided allen head bolts. (pic 1)
39. Insert the pivot arm into the pivot arm pocket and reinstall the pivot arm bracket to T-case.
40. Remove and discard the oil pan skid plate.
41. Support the skid plate with an adjustable jack, unbolt all 3 bolts on one side, lower the skid plate, and install the provided 1" drop spacers using provided hardware, then unbolt the other side and do the same.



42. Once the vehicle is on the ground and has been driven up and down the street, tighten all control arm bolts and double check all components.