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INSTALLATION INSTRUCTIONS FOR:
TJ22M 2" TJ/LJ BUDGET BOOST SUSPENSION LIFT
TJ/LJ BUDGET BOOST SUSPENSION LIFT W/RXJ SHOCKS

Safety Warning:
Suspension systems or components that enhance the off-road performance of your vehicle may cause it to handle differently, on and off-road, than it did from the factory. Care must be taken to prevent loss of control or vehicle rollover during sudden maneuvers. Failure to drive the vehicle safely may result in serious injury or death to driver and passengers. We recommend you always wear your seatbelt, drive safely and avoid quick turns and other sudden maneuvers. Constant maintenance is required to keep your vehicle safe. Thoroughly inspect your vehicle before and after every off-road use.

Installation Warning:
We recommend that certified technicians perform the installations of our products. Attempts to install these products without knowledge or experience may jeopardize the safety of the vehicle. These instructions only cover the installation of our products and may not include factory procedures for disassembly and reassembly of factory components. Read instructions from start to finish and be sure all parts are present before disassembling the vehicle. Included instructions are guidelines only for recommended procedures and in no way are meant to be definitive. Installer is responsible to insure a safe and controllable vehicle after performing modifications. Do not perform test drives on public roads with partially completed installations. Always double and triple check your work before use.

KIT CONTENTS:

2 RXJ736 Rear shocks
2 RXJ737 Front shocks
2 RE1334 Coil spring spacer pair
1 RE1385 Front / Rear bump stop extensions

NOTE: Kits purchased with Mono tube shocks (RE7030RXJ) include an additional RE1385 bump stop for use in the front of the vehicle.

REQUIRED TOOLS:

Basic mechanics' hand tools
Jack stands and floor jack
Spring compressor (optional)

INSTALLATION:

-REAR AXLE-

1. Support vehicle by the frame and axle.
2. Remove wheels, shock absorbers, and sway bar end links from the sway bar end only.
3. Remove rear factory coils.
4. Remove rear factory coil spring isolators.
5. Install coil spring spacers with raised lip side down (ref photo 1 for typical spacer installation). Install isolator with lip down.
6. Remove the rubber insert from the rear bump stop. Remove the bump stop cup. Place the bump stop extension spacer (RE1385) between the bump stop cup and the frame member using the supplied longer metric hardware (see photo 2).
6. Install rear coil springs.
7. Reconnect rear sway bar end links.
8. Install new rear shocks.

-FRONT AXLE-

9. Remove front factory coils.
10. If a spring compressor is not being used disconnect sway bar end links and track bar allowing axle to drop far enough to remove factory coils.
11. Remove factory bump stops cushions and retainer.
12. Remove coil spring isolators.
13. Install coil spring spacer between frame and rubber spring isolator with lip down.

NOTE: If installing the spacer system with Mono tube shocks proceed with step 14 otherwise proceed to step 15.

14. Install the bump stop spacer (RE1385) between the factory bump tower and bump retainer cup with the supplied hardware. Reinstall the bump cushion into the retainer
15. Install coil springs.
16. Install new front shocks.
17. Reconnect or install any previously removed parts.
18. Torque all bolts to factory specs and double check your work.
19. Test drive and note location of steering wheel.
20. Adjust drag link to center steering wheel.
21. Align vehicle as soon as practical to minimum factory caster and maximum factory toe-in specifications.
22. Recheck all bolts after 50 miles and again after every off road excursion.

PHOTO 1

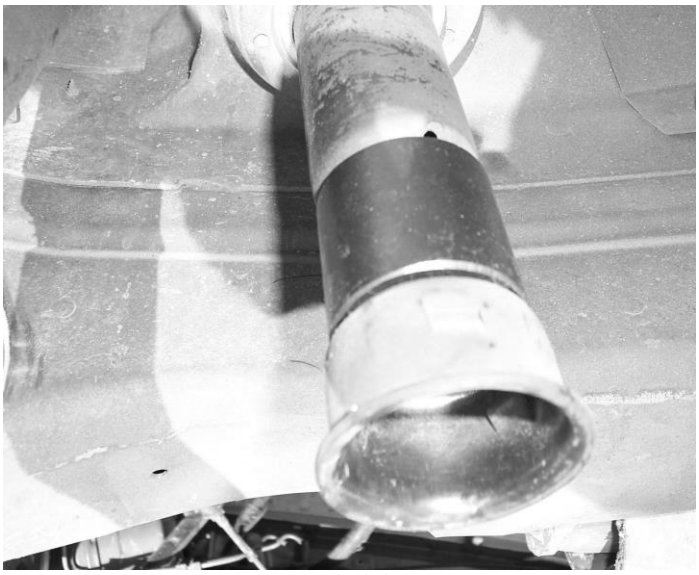

PHOTO 2

TROUBLESHOOTING

REAR DRIVELINE:
Acceleration vibration: Caused by the pinion being too high in relation to the transfer case output shaft. Adjust pinion angle accordingly with optional cam bolts.

Deceleration vibration: Caused by the pinion being too low in relation to the transfer case output shaft. Adjust pinion angle accordingly with optional cam bolts.

Slip yoke vibration: Caused by excessive angle on the transfer case slip yoke - common on vehicles with lifts. This can usually be cured on 1.5"-3.5" lifts with a transfer case drop kit or adjustable cam bolts - see acceleration and deceleration vibration troubleshooting above. Adjustable cam bolts (RE1475) allow some adjustment of pinion angle.

HIGH SPEED WOBBLE:
This is fairly common with y-type steering on lifted TJ's. It is a condition where front tires will shimmy after hitting a bump. Avoid bias ply tires and wheels with excessive offset. Check for worn or loose parts. In most cases a reduction of positive castor will eliminate this condition. A good rule of thumb is minimum factory caster and maximum factory toe in. Note that lift heights increased with coil spacers (or taller coils) may exhibit wobble that cannot be corrected with alignment.

BUMP STEER:
Caused by improper relationship of drag link and track bar. To correct, center axle again following the instructions supplied with the track bar next determine the neutral position of the steering wheel. Adjust the drag link to center the steering wheel.