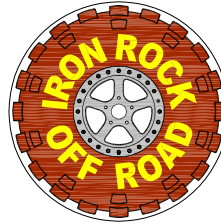


# 4" Long Arm/Short Arm Lift Kit Installation Instructions Jeep Grand Cherokee 1999-2004



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## Safety Warning:

Installing a suspension lift kit raises the center of gravity of the vehicle. This increases the possibility of a rollover accident. Avoid sudden maneuvers at high speed and avoid all situations where a side rollover may occur. In addition larger tires decrease braking performance, please drive accordingly. We recommend a tire and wheel combination that make the vehicle's track width wider (wheels with less backspacing). This will lower the center of gravity and add stability. We also recommend that this system be installed by a qualified professional. Knowledge of suspension component function is necessary for safe installation and post installation inspections. Be sure to re-torque all suspension components and lug nuts after the first 100 miles of use, and frequently inspect all safety critical suspension components.

## Before you begin:

- Read all safety warnings.
- Read and understand installation instructions.
- Check all steering and suspension components for wear and replace as needed.
- Contact Iron Rock Off Road with any questions before, during, or after installation.
- Ensure that all parts are present and in good condition using the included shipping checklist.
- Be sure you have the following tools and supplies:
  - Floor jack and jack stands
  - Basic hand tools
  - Multi-purpose grease (all polyurethane bushings should be greased before installation)
  - A coil spring compressor makes installation easier but is not required.
  - Hand drill with good quality 7/16" drill bit
  - 1/2 -20 fine thread hand tap with tap handle and cutting oil.
  - Touch up paint to match the color of your unibody frame.
  - Rubberized undercoating.
  - High strength threadlocker adhesive such as Loctite red.
  - Anti-sieze compound for bolts.

## Prepare the parts for installation:

1. Install the shock boots on all 4 shocks.
2. Locate hardware kit 3 and the rear shocks.
3. Grease and install the 5/8" I.D. shock bushings included with the shocks (if needed).
4. Grease and install the 12mm shock bolt sleeves from hardware kit 3. The rear shocks use 12mm sleeves at the top and bottom.
5. Leave the rest of the hardware in the bag for future use.
6. Locate the front track bar and hardware kit 1.
7. Grease and install the track bar bushings.
8. Grease and install the track bar bolt sleeves.
9. Locate the rear sway bar links (14.625" center to center) and hardware kit 2.
10. Grease and install the hourglass bushings.
11. Grease and install the sway bar link bolt sleeves. Each link gets one 12mm I.D. sleeve and one 10mm I.D. sleeve.
12. Leave the rest of the hardware in the bag for future use.
13. Locate the front sway bar links (11.25" center to center) and hardware kit 4 (If you purchased JKS Sway Bar Disconnect system, refer to JKS instructions).
14. Grease and install the hourglass bushings.
15. Grease and install the sway bar link bolt sleeves. All sleeves are the same (12mm I.D.).

## Transfer Case Drop Kit and Lower Control Arm Mounting Brackets:

16. Locate the front lower control arm mounting brackets, 4 hole transfer case drop spacers, hardware kit 5, and hardware kit 7.
17. Lift front of vehicle and support with jack stands under the front axle.  
\*\*Tip: break lug nuts loose before lifting vehicle.
18. Ensure that vehicle is safely supported.
19. Remove front tires.
20. Place a floor jack under the center of the transmission/transfer case crossmember for support.
21. On one side remove the 4 bolts that hold the crossmember to the unibody.
22. Lower the crossmember away from the unibody enough to install the spacer and the correct left or right side lower control arm mounting bracket. It may be necessary to loosen the bolts on the other side of the crossmember.
23. Install the spacer and bracket using the 2 long existing bolts and the 2 new bolts and washers.
24. Align the lower control arm mounting bracket to the vehicle.
25. Tighten bolts
26. Using the bracket as a guide, drill the four 7/16" mounting holes at the front of the bracket.
27. Take the bracket out and remove any burrs from the drilled holes and paint any exposed metal.
28. Insert the nut plates through the hole in the unibody frame and move them into position above the drilled holes. The nuts should face up, and the plate should face down.
29. Spray the area where the control arm mounting bracket meets the unibody frame with rubberized undercoating to seal out any moisture between the bracket and the unibody.
30. While the undercoating is still wet, re-install the mounting bracket and transfer case spacer. Use washers under all bolts.

31. Torque all 8 bolts to 65 ft. lbs.
32. Repeat for the other side.
33. Re-torque all 16 bolts

### **Front Suspension:**

34. Lift front of vehicle support with tall jack stands under the unibody frame or transfer case crossmember.
35. Ensure the vehicle is safely supported.
36. Place a floor jack under the front axle for support, do not lift vehicle.
37. Remove the front shocks.
38. Remove the track bar.
39. Remove front sway bar links.
40. Locate hardware kit 6.
41. Install front brake line spacers between front brake line and axle where the brake line meets the shock mount. Use new M6 bolts and washers.
42. Remove driver's side upper and lower control arms. Loosen passenger side upper and lower control arms. Remove nuts but do not remove bolts.
43. With the axle hanging as low as possible, remove coil springs and lower coil spring isolators.
44. Locate Iron Y control arm and 2 control arm bushing spacers (large 1/4" thick washers).
45. Install Iron Y control arm on the drivers side. First install the axle end lower bushing into the axle with 2 spacers on the outboard side, then rotate up to install the arm onto the upper control arm bushing on the axle. Use existing lower control arm bolts, and new m10 x 80 bolt washers, and locknut for the upper control arm. Finally install the back side into the new lower control arm mounting bracket. Do not tighten bolts at this time.
46. Remove passenger side upper and lower control arms.
47. Install passenger side lower control arm using 2 control arm bushing spacers on the outboard side of the axle end. Do not tighten bolts at this time.
48. Locate the coil spring retainers (approx 2.5" diameter x 5" long aluminum cylinders) and the remainder of hardware kit 6. The coil spring retainers bolt onto the front upper coil spring perch to keep the coil springs from falling out under extreme droop.
49. Using your 1/2-20 fine thread hand tap, tap the existing hole in the center of each front upper coil spring perch.
50. Apply a liberal coating of high strength threadlocker adhesive (such as Loctite red) to the threads of both 1/2" x 5" socket head cap screws. Apply anti-seize compound to the unthreaded shaft of the bolt (not the threads).
51. Position the coil spring retainer onto the upper coil spring pad and install the bolt. Torque to 60 inch lbs. Repeat for opposite side.
52. Snap the coil spring isolator onto the new spring.
53. Install new spring in vehicle being careful to align isolator pin with the hole in the spring bucket.
54. Repeat for other front coil spring.
55. Install new front shocks using provided bolts, washers, and nuts. Tighten upper stud mount nuts just enough to slightly compress the bushings. Overcompressing these bushings will result in damage to the bushings and premature bushing failure.
56. Install new sway bar links. Re-use the existing bolts and nuts. Torque to 78 ft. lbs.
57. Install track bar. Torque to 80 ft. lbs.  
\*Note: The bend in the track bar is for clearance of the bracket on the axle. The bent end of the track bar attaches to the axle with the bend on the bottom. The straight end attaches to the unibody. (It should look somewhat like a "J").
58. Install front tires.
59. Lower vehicle from jack stands.
60. With the vehicle on the ground, torque any loose bolts to spec. including upper and lower control arm bolts, caster adjuster bolts, lug nuts, etc...

### **Rear Suspension:**

61. Lift rear of vehicle and support with tall jack stands under the unibody frame.  
\*\*Tip: break lug nuts loose before lifting vehicle.
62. Ensure that the vehicle is safely supported.
63. Remove rear tires.
64. Place a floor jack under the center of rear axle for support (do not lift vehicle).
65. Remove rear shocks.
66. Remove sway bar links.
67. Loosen lower control arm bolts. Remove nuts but do not remove bolts.
68. Allow suspension to droop as much as possible.
69. Remove coil springs.
70. Locate a-arm spacer block and hardware kit 19.
71. Raise rear axle up to a comfortable position to access the 3 a-arm retaining bolts on top of the differential.
72. Place a jack stand under the pinion to keep the axle from rotating.
73. Remove the 3 a-arm bolts on top of the differential.
74. Install the a-arm spacer between the a-arm and the top of the differential using supplied hardware.
75. Torque to 100 ft. lbs.
76. Install new coil springs being careful to align the spring to the isolator.
77. Raise rear axle and install new shocks. Use provided 7/16" washers on the upper shock mounts, place one washer behind the shock bushing, and 2 washers in front of it (toward the outside of the vehicle).
78. Install sway bar links using the existing upper bolt and the new lower bolt, washer, and nut. Torque to 78 ft. lbs. (upper bolt) and 50 ft.lbs. (lower bolt).
79. Install rear tires.
80. Lower vehicle from jack stands.
81. With the vehicle on the ground, torque any loose bolts to spec. including lower control arm bolts and lug nuts.

**Adjustments and Final Inspection:**

82. Check all components for clearance for suspension to fully cycle up and down and wheels to turn lock to lock. Pay special attention to brake lines, axle vent hoses, and ABS wires. Reposition as needed by bending the brackets, relocating, or extending hoses and wiring.
83. Re-center steering wheel by adjusting the drag link (longer) until the steering wheel is centered.

\* A professional front end alignment is required after installation.

We recommend the following alignment settings:

**Caster:** +3.75 to +6.0 (+4.5 is preferred)

**Toe-in:** +.20 degrees (+1/16" to +1/8" measured at the tire)

**Final Safety Warning:**

\* Re-torque all fasteners including lug nuts after 100 miles, and frequently inspect all safety critical suspension components. It is the responsibility of the installer to be sure all fasteners are properly tightened after installation and to ensure the owner knows his/her ongoing responsibility. It is the responsibility of the owner of the vehicle to be sure all safety critical components are inspected frequently, especially after off road or other demanding use.