



SUPERLIFT®

S U S P E N S I O N

**Superlift Part No. 5711 (2 - 4")
Anti-Sway Bar Quick Disconnect Links for
2007 and newer JEEP WRANGLER JK**

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 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.

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 <small>(Qty.- if more than one)</small>	NEW ATTACHING HARDWARE <small>(Qty.)</small>
01-5710	(2) 90 degree rod end	(2) 1/2" fine-thread stover nut
55-02-5710	(2) hex sleeve.....	(2) 1/8" x 2-5/16" hair pin

55-02-5711.....	(2) upper link, 6-1/2" long.....	(2) 1/2" fine-thread jam nut
55-03-5067.....	(2) link, lower end.....	(2) hourglass bushing (2) sleeve, 1/2" ID (2) 1/2" ID x 3/16" thick washer (2) 1/2" x 2-3/4" bolt (2) 1/2" SAE flat washer (2) 1/2" stover nut
04-5067.....	(2) bar retaining strap assembly.....	(2) 1/4" x 1/2" self-tapping bolt

INSTALLATION PROCEDURE

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...

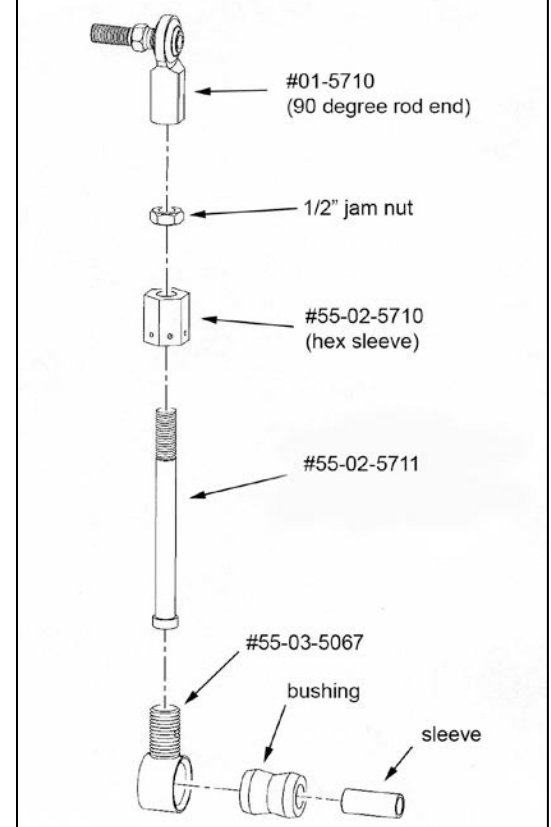
- Remove the factory sway bar links.

3) LINK PREASSEMBLY:

On each side:

- Lubricate all contact surfaces of the Polyurethane bushings and the wear sleeves prior to installing them into the lower link eyes. Use a light, Lithium based grease. Press the bushings and sleeves into the lower links (#55-03-5067).
- [DIAGRAM 1] Position the hex sleeve (#55-02-5710) on the upper link (#55-02-5711) as shown.
- Thread the supplied jam nut on the upper link (#55-02-5711) as shown and run it down to almost to the bottom of the threads. Then thread the upper link into the rod end. Leave the jam nut loose at this time.
- Attach the hex sleeve on the upper link to the "03" lower link and hand-tighten. Line up the holes in the sleeve and lower link and install the supplied retaining clip.
- Adjust the rod end to the proper overall length as measured from the center of the rod end to the center of the bushing = 8-15/16"
- Position the rod end so that it is parallel to the bushing on the lower link and then firmly tighten the jam nut.

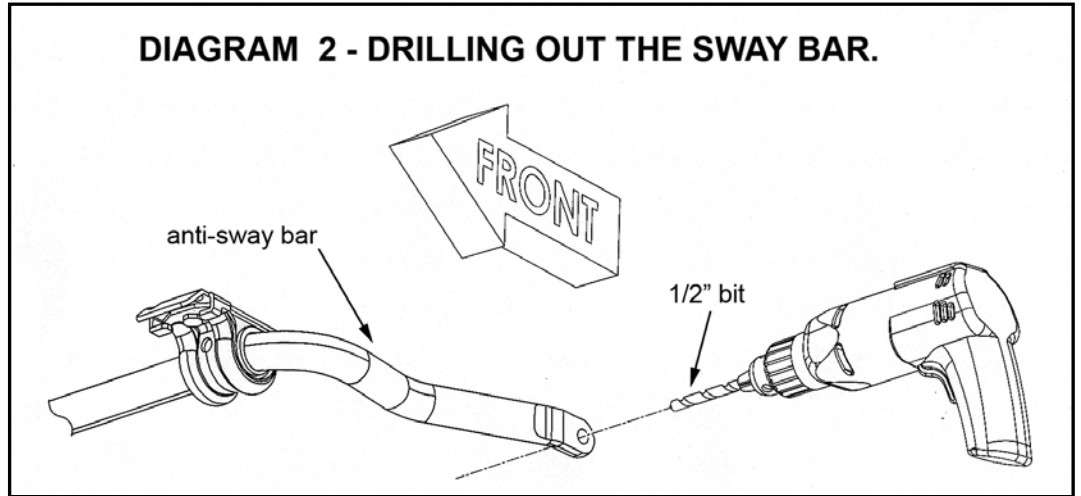
DIAGRAM 1 - LINK PRE-ASSEMBLY.



4) LINK INSTALLATION...

[DIAGRAM 2] Drill out the holes in the ends of the anti-sway bar to 1/2".

Attach the rod end of the link assembly to the anti-sway bar and secure using the supplied fine-thread stover nut. The rod end should be installed from the outside. Tighten (110).



Install the supplied 1/2" x 2-3/4" bolt and SAE washer through the stock lower mount and sleeve in the lower end of the link. This bolt must be installed from the outside. Place the supplied thick washer on the end of the bolt, then secure the assembly with a 1/2" stover nut. Tighten (57).

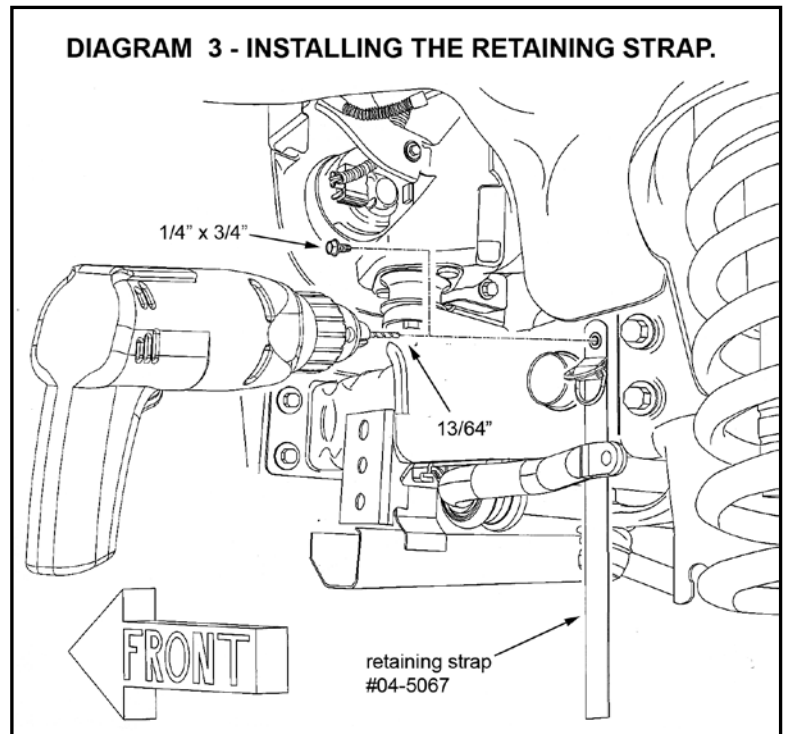
WARNING: Be sure the lower end of the link is "sandwiched" between the mount on the axle and the supplied thick washer. If the washer is not installed, the link can pull through the bushing and separate from the axle.

Double-check the center-to-center length of the links to be sure they match the dimensions specified in step 3.

5) RETAINING STRAP #04-5067...
On each side:

[DIAGRAM 3] Position the retaining strap as shown, about 4-1/4 inches ahead of the end of the sway bar with the end roughly 1/4 inch from the top of the frame. Check to be sure there is enough length in the strap to wrap around the sway bar and engage the buckles.

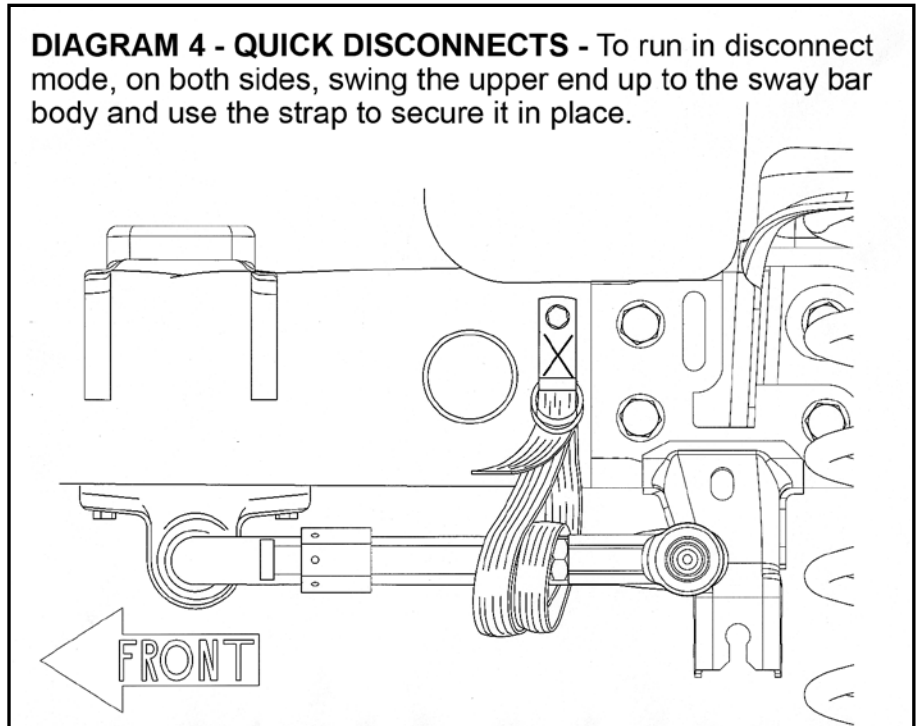
Mark the location of the mounting hole to be drilled in the frame for the retaining strap. Remove the strap and drill at the marked location using a 13/64" bit.



- Line up the hole in the retaining strap with the drilled hole in the frame and secure the strap using the supplied 1/4" x 3/4" self-tapping bolt.

6) SECURING THE SWAY BAR LINKS...

- [DIAGRAM 4] When running in disconnect mode, fold up the link as shown and wrap the retaining strap around both the link and the sway bar. Loop the strap through the buckles to secure the assembly. When running in "connected" mode, loop the retaining strap loosely around the sway bar twice and secure through the buckles.



7) REPLACE TIRES / WHEELS...

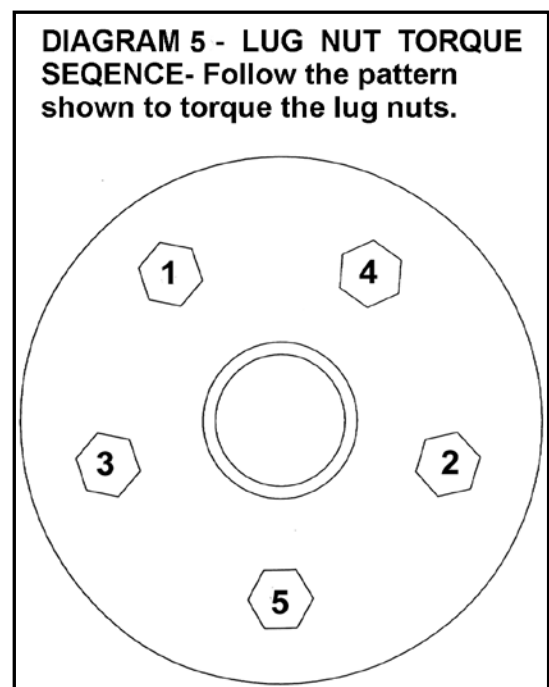
CAUTION: Before installing each wheel, be sure to remove any built-up corrosion on the wheel mounting surfaces. Ensure wheels are installed with good metal-to-metal contact. Improper installation could cause loosening of the wheel nuts. Never use oil or grease on lug studs or nuts.

- [DIAGRAM 5] 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 4. 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.

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.

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