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89-99 Jeep Cherokee XJ
8” Suspension lift
Installation Instructions
Part #JC801KS-DX, JC851KS-DX

REQUIRED TOOL LIST:

*** Metric and Standard wrenches and sockets**
*** Assorted Drill Bits**
*** Floor Jack**
*** Jack Stands**
*** Measuring Tape**
*** Torque Wrench**
*** Pitman Arm Puller**

Before beginning the installation, read these instructions and the enclosed driver’s WARNING NOTICE thoroughly and completely. Also affix the WARNING decal in passenger compartment in clear view of all occupants. If any of these items are missing from this instruction packet, do not proceed with installation, but call SKYJACKER® to obtain needed items. If you have any questions or reservations about installing this lift kit, call SKYJACKER® at 318-388-0816 for Technical Assistance or Customer Service departments.

Make sure you park the vehicle on a level concrete or asphalt surface. Many times a vehicle is uneven (side-to-side) from the factory, but usually not noticed until a lift kit has been installed which makes the difference more visible. Using a measuring tape, measure the front and rear (both sides) from the ground up to the center of the fender opening above the axle. Record below for future reference.

Driver Side Front: _____ Passenger Side Front: _____

Driver Side Rear: _____ Passenger Side Rear: _____

IMPORTANT NOTES:

- Please refer to Parts List to insure that all parts and hardware are received prior to disassembly of vehicle. If any parts are found to be missing, contact your dealer as soon as possible.
- If larger tires (10% more than stock diameter) are installed, speedometer recalibration is necessary (see Jeep dealer or Tire Store).
- This lift is determined from the front while only lifting the rear to a position level with the front.
- After installation occurs, a qualified alignment facility is required to align the vehicle to factory specs.
- A slip yoke eliminator kit, and rear C.V. drive shaft are required for this lift.

Kit Box Breakdown:

JC80:

ITEM#	DESCRIPTION	QTY
JC80FD30-CR	JEEP CHER XJ 8"DANA 30 CRADLE	1
JC80FD30-DF	CHER 8" FRONT DANA 30 DIFF BRACKET	1
TJ60FD30-PB	XJ 6" FRONT DANA 30 PASS. BRACKET	1
JC60FCM-B-ALL	JEEP CHEROKEE CROSS MEMBER	1
JULF6TJ-DX	6" TJ FRT UPPER LINKS DOUBLE FLEX	1
TBA80	FRONT TRACK BAR 8" XJ	1
BP51XJS	BUMP STOP W/10MM STUD-CHEROKEE	2
ABSS2535	ALUMINUM BUMP STOP SPACER 2.5” X 3.5”	2
SBE328	SWAY BAR LINKS 84-01 XJ 8"	1
JC60RBS-B	REAR BUMP STOP SPACERS 6"XJ	2
HB-FD30	HARDWARE BAG/DANA 30 CENTER CRADLE	1
HB-JC80	HARDWARE BAG FOR JC80 BOX	1

Hardware Bag Breakdown:

HB-FD30 Cradle Hardware

ITEM#	DESCRIPTION	QTY
12X212X414U	1/2 X 2 1/2 X 4 1/4 U-BOLT	2
38X12CTB	3/8 X 1/2 COARSE THREAD BOLT	4
516X1CTB	5/16 X 1 COARSE THREAD BOLT	4
38X1FTB	3/8 X 1 FINE THREAD BOLT	2
10MMX80MMB	10 X 80 METRIC BOLT/ 10.9	4
12FTN	1/2-20 FINE N/I LOCK NUT	4
12SAEW	1/2 SAE WASHER	4
38SAEW	3/8 SAE WASHER	16
516SAEW	5/16 SAE WASHER	4

HB-JC80 JC80 Hardware

ITEM#	DESCRIPTION	QTY
10MMX80MMB	10 X 80 METRIC BOLT/ 10.9	2
38X412FTB	3/8 X 4 1/2 FINE THREAD BOLT	2
516X1FTB	5/16 X 1 FINE THRD BOLT	4
516FTN	51/6-24 FINE N/I LOCK NUT	4
10MMN	10 MM N/I LOCKNUT	6
38FTN	3/8-24 FINE N/I LOCK NUT	4
38SAEW	3/8 SAE WASHER	6
516SAEW	5/16 SAE WASHER	4

Kit Box Breakdown:

JC68-DX:

ITEM#	DESCRIPTION	QTY
JC60DFB-B	JEEP CHEROKEE 6-8" DRIVER FRAME BRACKET	1
JC60DUB-B	JEEP CHEROKEE 6" DRIVER UPPER BRACKET	1
JC60PFB-B	JEEP CHEROKEE 6"PASSENGER FRAME BRACKET	1
JC60PUB-B	JEEP CHEROKEE 6" PAS UPPER BRACKET	1
XJ55RS	XJ REAR SHACKLES FOR JC55RS	1
JA500	PITMAN ARM JEEP XJ	1
DLL45-DX	PAIR LOWER CONTROL ARMS DOUBLE FLEX	1
FBL44-RBL44	BRAKE LINE SET 84-99 CHEROKEE	1
SBE638-6XJ	END LINKS REAR 6-8" CHEROKEE XJ	1
12X318X612U	1/2 X 3 1/8 X 6 1/2 U-BOLT ROUND	4
12X234X6U	1/2 X 2 3/4 X 6 U-BOLT ROUND	4
HB-JC68	HARDWARE BAG FOR JC68 KIT BOX	1

Hardware Bag Breakdown:

HB-JC68 JC68 Hardware

ITEM#	DESCRIPTION	QTY
12X312FTB	1/2 X 3 1/2 FINE THREAD BOLT	2
916X4CTBG5	9/16 X 4 COARSE BOLT/GRADE 5	2
10X20MMB	10 X 20 METRIC BOLT/10.9	4
12FTN	1/2-20 FINE N/I LOCK NUT	8
916STVCTN	9/16 STOVER COARSE THREAD NUT	2
12STVFTN	1/2" STOVER LOCKNUT, FINE THREAD	2
10MMN	10 MM N/I LOCKNUT	2
10STVMMN	10MM STOVER NUT	2
38SAEW	3/8 SAE WASHER	8
12SAEW	1/2 SAE WASHER	4
12UBW	1/2" U-BOLT WASHER, A325	8
916SAEW	9/16 SAE WASHERS	4
S-UPJC60	SPACER SLEEVE,2.010"LONG	2

PRE-INSTALLATION NOTES:

- A professional mechanic is recommended to perform the installation.
- Read the instructions carefully and study the photo illustrations before attempting the installation.
- Secure and properly block the vehicle on a level concrete or asphalt surface.
- Always wear safety glasses.

ACCESSORIES:

- 3/4" Spring isolator pad spacers, pr. .....#SIP275
(for vehicles equipped with a heavy duty bumper and winch)
- Slip yoke eliminator kit (NP/NVG231) .....#FIX231
- DOM 1.25” replacement tie rod tube.....#TR300

PRE-INSTALLATION TIPS:

Now you are ready to "set" the length of the new Rock Ready™ link assemblies.

A) It is very important to position the swivel ball socket so that the bushings are exactly centered.

B) Measure the length of the link assembly between the center of each eye on each end. Rotate the rod end(s) as needed, being sure to keep the ends square with each other until link assembly measures:

Lower Front should be set @ 20 1/8"
Upper Front should be set @ 15 1/4"

These are pre-alignment measurements only. Final Measurements to be set by a qualified alignment facility.

C) On each rod end, rotate jam nut against steel tubing. Hold the rod end in place with a crescent wrench, and using a pipe or crescent wrench on the jam nut, completely tighten. On Double Flex link assemblies, one end is right hand threaded, and one end is left hand threaded so be sure to tighten properly.

NOTE: Jam nuts must be tight against steel tubing before installation. D) Recheck center-to-center measure to be sure it is correct, and that the ends are square with each other.

IMPORTANT: Under NO circumstances should the rod end be adjusted out more than 1/2" (approx. 6 threads) from the ball casing!

IMPORTANT PRE-INSTALLATION NOTE:

DO NOT install this system on August ‘99-’01 models. These models have a bottom drive front axle.

This 8" system only fits ‘89 to July ‘99 models with reverse cut/top pinion front drive axle.

Front Installation:


Photo #1


Photo #2


Photo #3

1. Secure and properly block the tires of the vehicle on a level concrete or asphalt surface. Jack up front of vehicle and install jack stands under frame behind front bumper.
2. Remove tires, front shocks, steering damper shock, and front track bar from vehicle.
3. Remove drag link assembly from pitman arm and pitman arm from steering box using a pitman arm puller. Install new pitman arm at this time. (See Photo #1)
4. Remove sway bar end links. Lower differential and remove coils by removing spring bolts and retaining clips. (See Photo #2)
5. Remove front brake lines and drill a 3/8" hole into each lower coil seat using the factory indent as a guide. Install the aluminum bump stop spacers using the 3/8" x 4-1/2" bolt, nut, and washer. (See Photo #3). Install new upper bump stop. Simply remove the factory and screw in the new Skyjacker extended Bump Stop.


Photo #4


Photo #5

NOTE: If your vehicle is equipped with an after market Dana 44/60 or Ford 9" front differential skip steps #6 through #8 and refer to page 6 of these instructions.


Photo #6

6. Remove upper control arms and install cradle assembly checking clearance on right upper bushing sleeve grind if necessary. See Photo #4. Note that Differential will have the tendency to rotate when controls arms are removed, be sure to secure it to aid in installing the cradle and sub frame assembly. (See Photo #5)
7. Fasten cradle with 2 - 1/2" x 2 1/2" x 4 1/4" u-bolts, flat washers and nuts. Place the 10mm x 80mm bolt with 3/8" washer against bolt head into the original left upper control arm mount and apply 10mm nut and flat washer. **Leave all Bolts loose until all bolts are started, then tighten.** Position the right upper control arm mount bracket with a 10mm x 80mm bolt and washer, and secure with a 10mm nut and flat washer. See Photo #6. Drill 2-3/8" holes and secure bracket with 3/8" x 1" bolt and nut placing a flat washer against bolt head and nut. Remove the 4 upper bolts from the front differential cover and fasten front cradle brace with 4- 5/16" x 1" course thread bolts and flat washers.
   Fasten cradle to front cradle brace using 4- 3/8" x 1/2" bolts and washers. See Photo #6


Photo #7

8. Mount the new upper control arms (11.75" tube length) by placing 2 small stepped spacers into each end of the rod ends. Place only the one end into the new differential cradle with a 10mm x 80mm bolt and nut using washers against the nut and bolt head. See Photo #7). The other end will be mounted later.

9. With differential supported remove the lower control arms, and lower control arm alignment adjusters (Photo #8). Using another jack, support the transmission and remove the transmission cross member (Photo #9). Install the left and right side sub-frame rails using the original cross member bolts and new 10mm stover nuts. Reuse the OEM lower control arm bolt to fasten sub-frame to the original lower arm mount, do not apply the nut at this time. (Photo #10).
10. Install the new transmission cross-member using the supplied 1/2" x 3" bolts, flat washers and nuts. Lower transmission to new crossmember and fasten transmission mount with OEM hardware. (Photo #11) The new lower control arms (14.50" tube length) mount to the OEM lower location at the differential and to the new position on the sub frame. Insert 2 large stepped spacers into each rod end of the new lower control arms and fasten using the original hardware at front differential and supplied 9/16" x 4" bolt placing a flat washer against bolt head and nut. (Photo #12)
11. Raise the upper control arms into place. Use the supplied tubular spacers in the original upper control arm locations at frame. See white arrow. Mount flat end of boomerang bracket to the inside of the upper control arm frame mount with offset end of boomerang placed over the original lower control arm bolt apply nut from step #10. Boomerang should be mounted so that the V-shape points forward now creating the new upper control arm mount at frame. (Photo #13)


Photo #8


Photo #9


Photo #10


Photo #11


Photo #13

Front upper control arm mount of passenger side inner frame.


Photo #12

12. Install new coils starting the top of the coil first onto the upper mount and then onto the lower mount. Fasten with OEM coil retaining clips and bolts. (See Photo #14)
13. Install new adjustable track bar by first greasing and installing poly bushing #2888 and sleeve #51792. Insert poly end into the OEM steering damper location on passenger side of axle, NOT the original track bar location. Install new steering damper mounting bracket: tab goes over the sway bar end link stud with original nut, use the new 1/2" x 2 1/2" button head Allen bolt and nut to bolt new bracket to track bar. (Photo #15)
14. Next install frame end of track bar by following the hardware as shown in (Photo's #16 & #17) being sure to keep rod end square (parallel) with frame mount. **NOTE:** Be sure not more than 1/2" of threads are extended from bar (including jam nut). Holding the rod end in place with a crescent wrench, using a wrench on the jam nut, completely tighten.
15. **NOTE:** using the supplied 7/16" x 1 1/2" bolt (See Photo #18) place the new end link mounting bracket to the bottom of the sway bar with the bolt pointing up through the sway bar and the nut and 7/16 USS washer applied on top (See Photo 18). Apply lithium grease to the polyurethane bushings. Insert them into the end link eyes along with the metal sleeve (#54314). The top 1/2" x 2 1/2" bolt connecting the bracket to the end link must be installed with the nut to the outside of the vehicle to provide adequate clearance to the frame. Install new double disconnect end links on the inboard side of the axle bracket, being sure that the offset is turned inward.(See Photo #18)


Photo #14

Photo #15


Photo #16


Photo #17


Photo #18

16. Install front brake lines by using the supplied mounting bracket. This bracket is retained to the frame by the OEM brake line mounting hardware. Once installed check line for adequate clearances and kinks and bleed system. (Photo #19)
17. Install new shock absorbers and mount tires then lower to ground.


Photo #19

Rear Installation:

This kit provides you with two sets of new u-bolts for both Dana 35,44 and 8.25" Dodge rear ends.

18. Raise and support vehicle under rear bumper. Remove tires and shock absorbers.
19. Prepare the new shackles by inserting a poly bushing half into each side, press a steel sleeve into each shackle. Using a 1/4” socket and a hammer, gently tap the grease fitting into the hole drilled in shackle (Photo #20). Remove the upper most inner bumper bolt on each side of frame and replace with the 10mm X 20mm bolt.
20. Remove the rear u-bolts, springs and rear swaybar endlink. Install poly bushings into the new endlink. Now insert a steel sleeve (#51792) into one end of each swaybar endlink. Mark and drill a 1/8” dia. hole 1/4” from each end of the swaybar. This hole should be drilled completely through the sway bar. Slide the non-sleeved end of the new endlink onto the drilled swaybar end apply a 1/2” flat washer and insert the hairpin retainer (repeat on opposite side) Lower both sleeved endlink ends into the lower mounts, Install 1/2” x 2” clevis pin from the outside. Apply a 1/2” washer and hairpin retainer. Swaybar endlink complete (Photo #21).
21. Remove the OEM shackle and install the supplied shackle assemblies using the factory hardware. Install the new leaf springs with the thick part of the degree shim facing the rear. Tighten shackle, springs and u-bolts at this time.
22. Remove the factory bump stops. Using the factory hardware fasten the bump stop spacers to the frame and reinstall the OEM bump stop to the spacer using the 4-5/16" x 1" nuts, bolts and washers. (See arrow in Figure #22).
23. Install the new stainless steel braided brake line and bleed brake system.
24. Install new shock absorbers and check clearances around brake lines a vent hoses.
25. Reinstall tires and lower to ground.

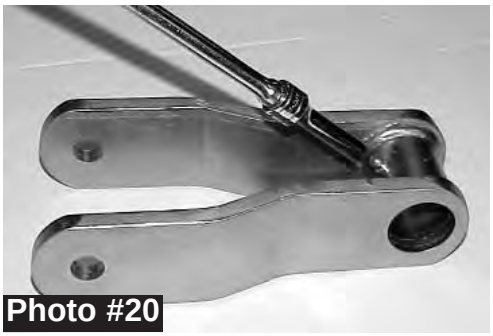
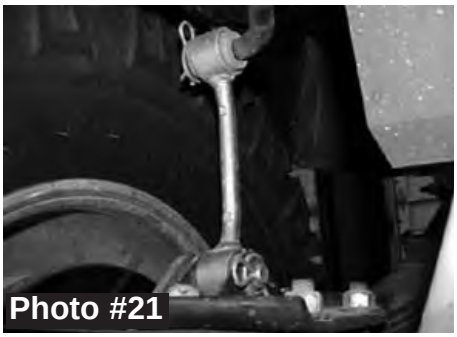


Photo #20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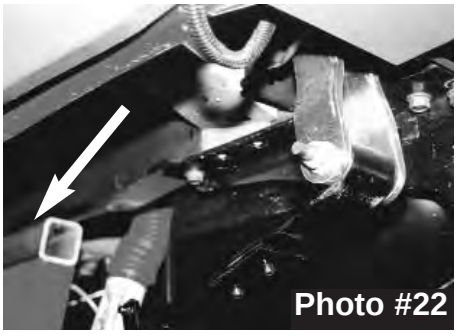
Photo #22

89-99 Jeep Cherokee XJ
8” Suspension lift
Installation Supplement
Kits w/Dana 44/60/Ford 9”

Skyjacker® does not provide a front cradle assembly in this kit. The front upper control arms are made to fit the OEM style upper control arm mounts used by the aftermarket differential manufacturers.

Prepare the new upper controls arms by placing a small stepped spacer into each end of the rod end. Install into the OEM upper mount using the factory hardware. Place the forked end of the new arm onto the aftermarket differential upper control arm mount and fasten with the original upper control arm bolts.

Careful attention must be taken to provide adequate clearance in between the new track bar and the aftermarket differential. Articulate the suspension in all four corners. This is a good time to check clearance before off-roading.

Fender Modifications
Shown For ‘97 And Newer Models
‘84-’96 Vary Slightly

Modified Front

Stock Front

Stock Rear

Modified Rear

FINAL NOTES:

•Before driving the vehicle, check to make sure the brakes are operating properly and need no further bleeding.
•Inspect the components for tightness and for any damage periodically, especially after off-road use.
•After installation is complete, double check that all nuts and bolts are tight. (Do not retighten nut and bolt where Loctite® was used.) Check to ensure there is adequate clearance between All rotating, mobile and fixed members.
•Rotate drive shafts and check for interference at differential yoke and cardan joint. If necessary, lightly dress casting(s) and/or U-joint tabs in order to eliminate binding.
•Ensure there is adequate clearance between exhaust and brake lines, fuel lines, fuel tank, floor board, and wiring harnesses. Check steering gear for interference and proper working order. Inspect brake lines for damage and adequate clearance. Test brake system.
•Have headlights readjusted to proper settings.
•Front end realignment is necessary so have a qualified alignment center realign front end to factory specifications.