Climax Offroad Long Travel Kit

This is a fabrication kit. Not a bolt on lift kit. You will find some fitment work is needed to work with your Roxor. The kit is 100% revertible back to stock.

Grinding, welding, and drilling is required.

What is needed to complete the kit:

- Your choice of YJ front leaf springs (4)
- Bushings and bolts that fit your choice of springs
- Shocks measured to fit your choice of springs
- Extended front brake lines
- Extended front drive shaft will be required. An extended rear driveshaft is required for anything more than 2 ½ inch lift springs. (4xshaft.com suggested)

Tools needed:

- Angle grinder with abrasive flap and/or grinding wheel
- Drill with a quality ½ inch drill bit
- 2 inch metal hole saw
- Basic socket set: 7/8, 3/4, 9/16 sockets all needed
- Welder and welding skills

***Remove stock suspension, front drive shaft, and front bumper. Save 6 of the shackle bolts.**

Front:

- Weld 3/8 nut to tab provided
- Insert the tab into frame so that it will line up with the hole in the frame

- Loosely bolt the bottom plate into place. Then add the front frame plate so they line up. Once everything is lined up and bolted tightly into place, weld the 2 pieces together. The fitment may take some grinding and fitting. Not all Roxors are aligned the same from the factory.

- Add the shackle hanger tabs and brace bar. The brace bar should be in the front of the tabs. Once again, a little fitment work may be required to tap the hanger pieces into their slots. Make sure the provided shackles will fit between the tabs. Account for warping when welding.
- Secure the shackles with the ½ inch bolts provided

Moving back to the spring hangers at the rear of the front springs…

- Grind the blocks that stop the factory spring bolts from spinning so they are flush
- Insert the small sleeves into the factory hangers through the larger hole

- Install the new plates using the top brace that fits into the slotted space at the rear of the plate (You can weld these pieces in if you wish)
- Use the factory 5/8 inch bolts through the sleeves
- Hang the new springs
- At this time, you can re-attach your axle to the springs and weight the front suspension. The bracket should look like the picture below.
- Once it is weighted and the brace on the bracket is butted up against the frame holding the weight of the front end, go ahead and tighten everything up.

Rear:

- Repeat the same steps for the front of the rear springs

- Use the 2 inch hole saw to drill a hole to insert the new rear spring bushings

The hole should be approximately 2 to 2 1/2 inches in front of the factory busing (eye to eye).

*** The further forward it is, the softer the ride will be. The further back it is, the stiffer the ride will be. If you often have a heavy load or rear passengers, you will want the sleeve to be as close the factory bushing as possible. HOLD THE DRILL LEVEL AND SQUARE.**

- Weld sleeve into place
- Insert bushing into sleeve and install rear shackles
- Hang new rear springs, install axle, and weight the susention

Final step:

- Drill out the ½ inch holes into the factory hangers to secure the new spring hangers and bolt into place with the remaining four ½ inch bolts.

Flex test for brake lines and tire clearance.

Measure for shocks and driveshafts.

Re-check all work!