

X-Treme Toyz Tech:

"LIFT STIMULUS"

When I first saw this Jeep, "I couldn't help but ask, what's wrong with this picture?"

When I saw Anthony Shear's JK, with the cool bumpers, winch, wheels and other accessories, I couldn't help but ask, what's wrong with this picture? Of course the answer was obvious.... it didn't have any kind of lift! After some conversation, I found that Anthony was in the middle of the modifications when the economy hit the security company he owns just like a lot of the rest of us. Anthony was just waiting for the "upside" to finish his Jeep.

Enter Craig Stickney, the National Sales Manager for Daystar Products. Craig told us that Daystar had recently released a 3" spacer kit for the JK that included a set of their new "Scorpion" shocks. Best of all, it was available for a fraction of the cost of a complete suspension system and would clear a set of 35" tires!

Well, that provided the "stimulus" that Anthony was waiting for. We obtained a kit and went to work. We visited Off Road Unlimited's Burbank Facility and they were kind enough to let us borrow a rack for our simple ½ day install. Follow along as we complete the final transformation of Anthony's Jeep JK.



Before

First, we raised the Jeep and supported the front axle with jack stands. To allow the axle assembly to drop enough to install the spacers, we needed to disconnect some components. We released the ABS wires from their mounts, disconnected the sway bar links, trac bar @ the axle and front drive shaft @ the axle, unbolted the brake lines from the frame, and removed the shocks (photos 1 thru 5).



Photo 1



Photo 2



Photo 3



Photo 4



Photo 7

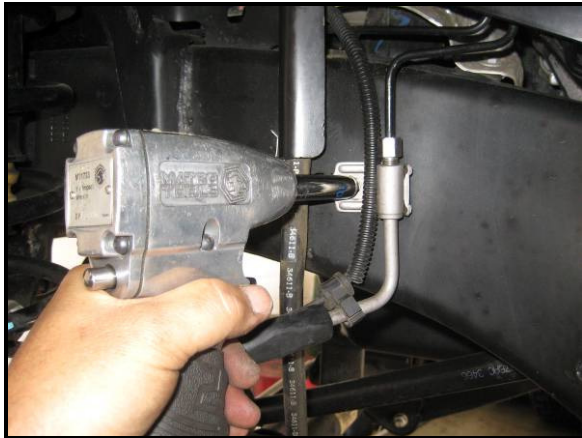


Photo 5



Photo 8

Next, we removed the coil springs from both sides (photo 6).

Our next step was to install the coil springs and the new Daystar Scorpion Shocks (photo 9). We then raised the axle and re-attached the sway bar links, driveshaft, brake lines and trac bar.



Photo 6

With the coils removed, we installed the Daystar lift spacers over the front factory spring isolators. We then removed the factory bump stops, installed the Daystar bump stop extensions, and re-installed the factory bump stops (photos 7 & 8)



Photo 9

Next, we turned our attention to the rear of the vehicle. We supported the rear axle and removed the rear shocks. We then unbolted the rear sway bar links and trac bar at the axle. We also removed the bolts attaching the brake lines to the frame (photos 10 & 11).

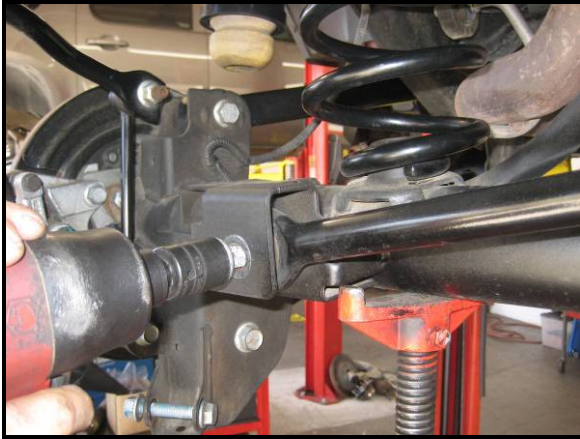


Photo 10



Photo 11

We loosely attached the new trac bar bracket to the axle with the factory bolt and used it as a template to mark & drill the two 3/8" holes for added support (photos 12 & 13).



Photo 12



Photo 13

We attached the extension bracket with two 3/8" bolts and the factory bolt with the supplied spacer at the axle. We then re-attached the trac bar with the supplied 9/16" new hardware (photo 14).

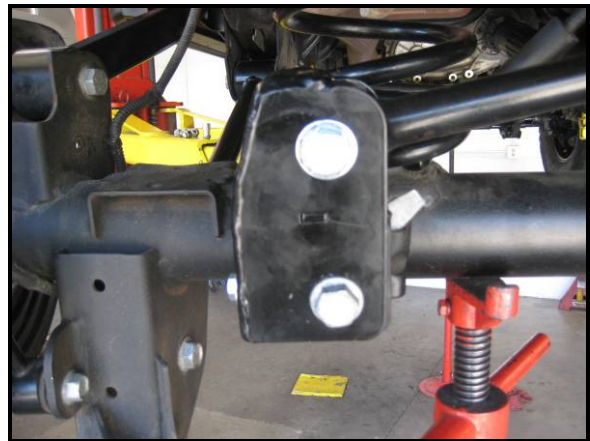


Photo 14

Now we were ready to remove the rear coil springs, install the coil spacers and re-install the springs. Then we removed the factory bump stops, installed the Daystar bump stop extensions, and re-installed the bump stops (photo 15 & 16).



Photo 15



Photo 16

The rear sway bar was lowered by installing lowering blocks with new extended hardware (photo 17).



Photo 17

We then raised the axle, installed the new rear shocks, and re-connected the sway bar links and brake line brackets (photo 18).



Photo 18

After checking all our work, it was time to wrap some respectable rubber around those Mickey Thompson Sidebiter Wheels. Anthony chose a set of Mickey Thompson 35/12.50/R17 Baja MTZ tires for his rig. These really finished the look and are definitely ready for the dirt! (photo 19).



Photo 19

After a relatively simple 4 hour install, Anthony's JK is finally looking as he originally intended. We think it's pretty sharp too!

Just when we thought we were finished, the guys at Kilby Enterprises stopped by and dropped off one of their new JK Steering Stabilizer Relocation Brackets. We installed this slick little number in about 15 minutes and gained the security of having the stabilizer mounted high and out of harms way (photos 20 thru 23).



Photo 20

Remove the trac bar bolt & steering stabilizer bolt. Cut the factory stabilizer mounting tabs off.



Photo 21

Install the new bracket with the supplied 3/8" hardware through factory hole in trac bar bracket. Re-install trac bar and bolt.

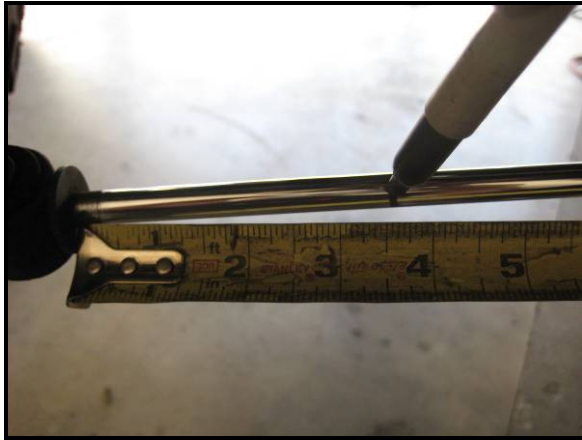


Photo 22
Extend the stabilizer and measure exposed shaft length. Mark @ ½ of extended length and collapse to that point.



Photo 23
Loosen factory stabilizer bracket on tie rod and roll to top of tie rod. With wheels straight ahead, and stabilizer extended to half way mark, tighten stabilizer bracket and bolt at new bracket. Cycle steering and verify clearances.



After

Driving Impressions-

We took the JK out and put it through some on and off road trials. We were amazed at how well it still rode with the lift and large tires. The Scorpion Shocks were firm enough to absorb the rough stuff while maintaining control, yet provided an extremely smooth street ride. And best of all, we were now rollin' on 35's! We'd certainly recommend this kit to anyone, especially if you're on a budget.

Images & text courtesy of X-Treme Toyz

x-tremetoyz.com