

NIGHT & DAY

(In a day!)

We installed a Daystar 1-3/4" Poly Coil Spring Spacer Kit & 1" Body Lift Kit on a 2009 Jeep Wrangler JK Rubicon for "Instant Gratification".

Not everyone can afford to lift their rig as soon as they'd like with a "Big Bucks" Suspension System. Well, there's great news for those guys (& Gals).

Daystar Products has been manufacturing some of the hottest products for the off road crowd for a long time. So when we went to them with this particular lift dilemma on our 2009 Jeep Wrangler JK, they were quick with an answer.

We told them that we wanted to run a set of 35" meats on our rig. They recommended a set of their 1-3/4" Polyurethane Coil Spring Spacers and a 1" body lift as the ideal solution.

So we went to work installing the parts and found out that not only was it easy and inexpensive, it worked great! Follow along as we perform the transformation.

FRONT:

1) Support the front of the vehicle at the frame with stands or on a lift. Then support the axle assembly with a floor jack or screw stands. Remove the front wheels.

2) Disconnect the sway bar links @ the bottom attachment points (photo 1). Disconnect the shocks @ the bottom attachment points (photo 2). Release the ABS lines from the routing brackets at the steering knuckles (photo 3). * Installation Tip: Loosening the trac bar bolt @ one end will allow the axle to pivot more freely and simplify installation. It will also relieve the bind created by the lift at the bushing!



Photo 1

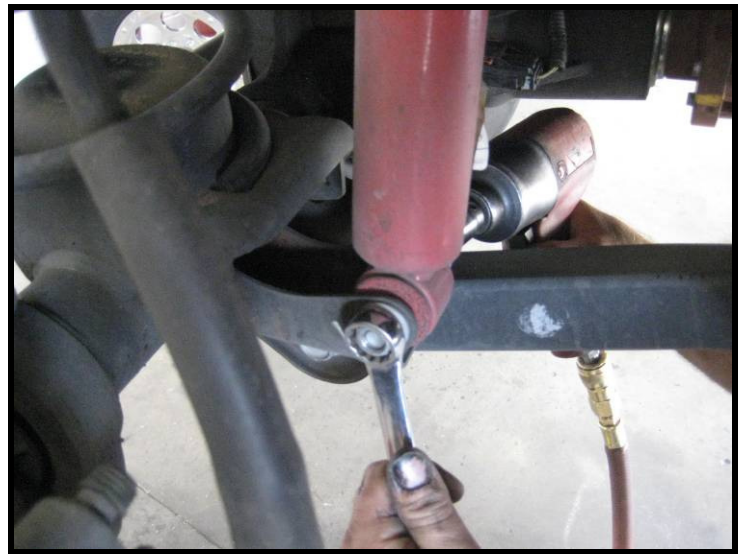


Photo 2

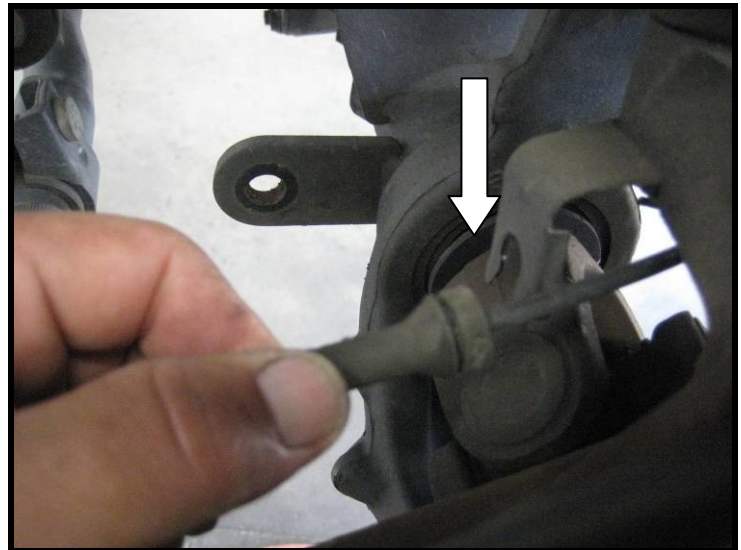


Photo 3

3) Carefully lower the axle and remove the coil springs (photo 4).

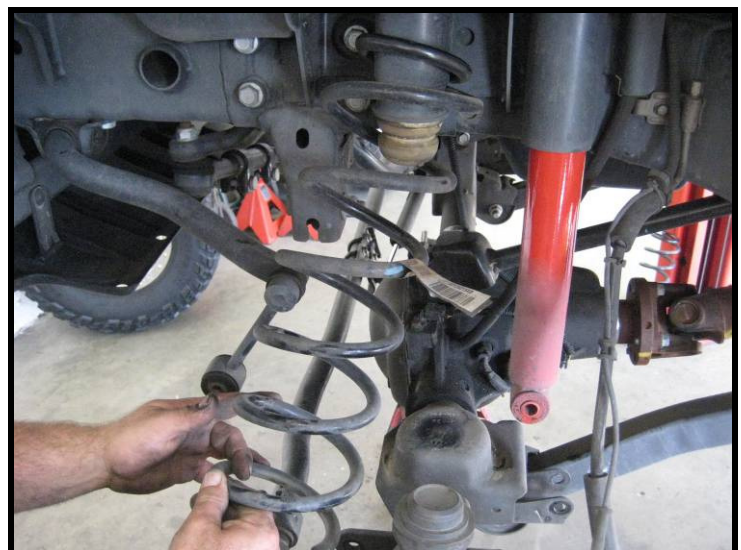


Photo 4

4) Install the Daystar Spacers over the factory coil spring isolators (photo 5).



Photo 5

5) Re-install the springs. Raise the axle and re-connect the sway bar links, shocks & ABS lines (photo 6). Re-install the wheels. *Installation Tip: *Apply a small amount of lubricant to the ABS line rubber mounts to slide them into position to better fit the lift!*



REAR:

6) Support the rear of the vehicle at the frame with stands or on a lift. Then support the axle assembly with a floor jack or screw stands. Remove the rear wheels.

7) Disconnect shocks @ bottom attachment points (photo 7). Disconnect sway bar brackets @ frame (photo 8). Remove brake line attaching bolt @ frame (photo 9). Release ABS lines @ frame (photo 9a). *Installation Tip: *Loosening the trac bar bolt @ one end will allow the axle to pivot more freely and simplify installation. It will also relieve the bind created by the lift at the bushing!*



Photo 7

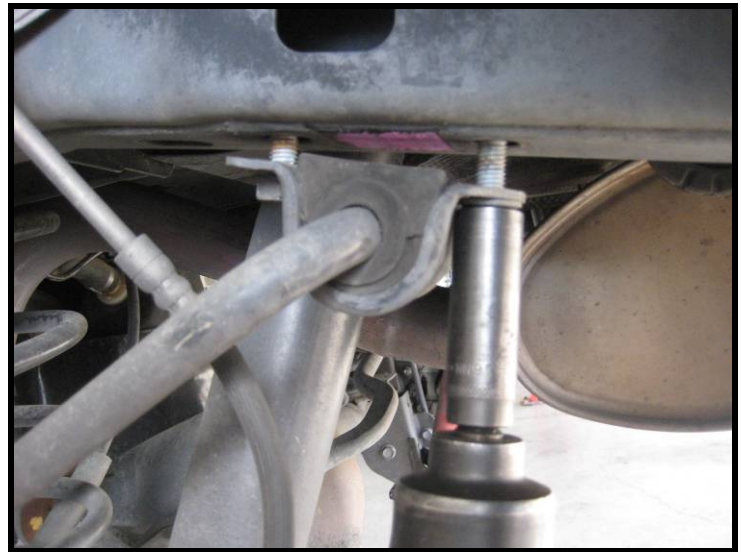


Photo 8



Photo 9

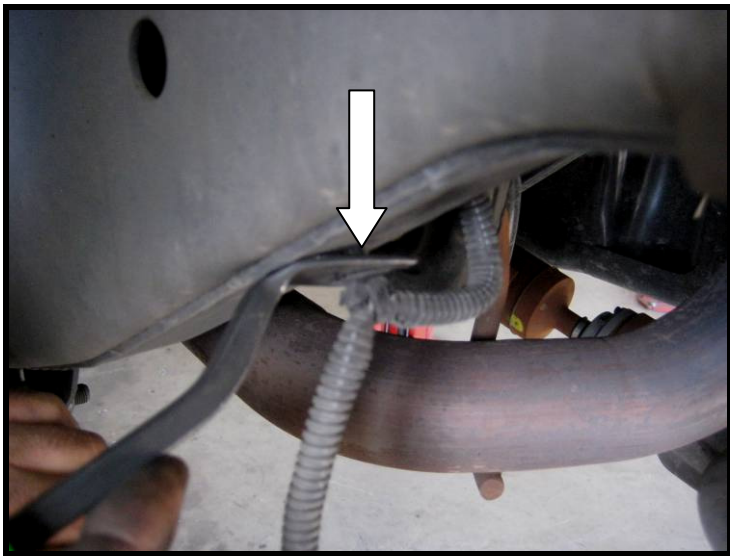


Photo 9a

***CAUTION! On Rubicon Models, there is an electrical connection to the electric locker at the center of the axle housing. Be careful not to over-extend or damage these wires!**

8) Carefully lower axle and remove coil springs (photo 10).



Photo 10

9) Install the Daystar Spacers over the factory coil spring isolators and re-install coils (photo 11).

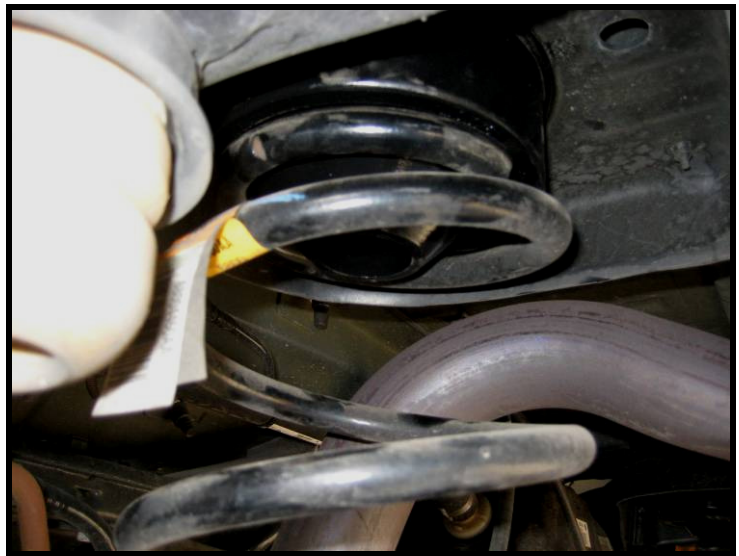


Photo 11

10) Raise axle and re-connect shocks, brake lines & ABS lines (photo 12).



Photo 12

11) Install sway bar drop spacers with new hardware, crush sleeves and loctite (photo 13).



Photo 13

12) Re-install wheels and have the vehicle alignment checked.

13) Re-torque all hardware and lug nuts after 500 miles of driving.

BODY LIFT:

14) Remove push pins securing top of grille. Disconnect turn signals and remove grille by snapping out of lower attachment clips (photo 14).

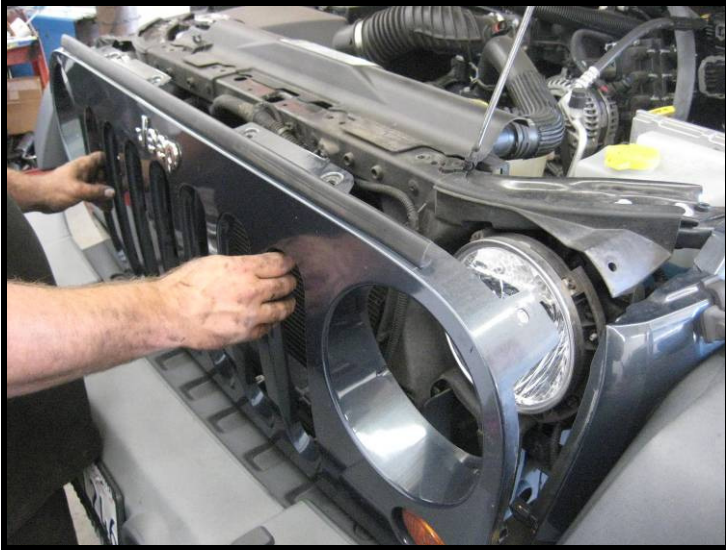


Photo 14

15) Loosen the 2 nuts @ each body mount (10 on 2 door models & 12 on 4 doors). Loosen the center bolt @ each body mount (photo 15).



Photo 15

16) Place a block of wood on a jack and lift until contact is made at the body tub between the front & rear wheels. Remove the bolts & nuts on the side being raised. Raise tub approximately 4" and place a temporary 4"x4" wood block between the body and frame for safety.

17) Remove one body mount at a time and install the stud extenders with loctite and tighten. Install polyurethane spacer over studs. Replace body mount and continue with remainder on same side (photos 16, 17 & 18).



Photo 16



Photo 17



Photo 18

18) Remove 4"x4" wood block. Lower body tub back onto body mounts. Re-install bolts & nuts on body mounts. Do not tighten at this time.

19) Repeat steps 16 & 17 on opposite side of vehicle.

20) Torque all body mount nuts to 35 ft lbs. Torque all body mount center bolts to 80 ft lbs.

Now you're ready to mount those 35" meats and go wheelin'!

***Installation Tip:** Due to different wheel offsets, you may have some tire/body contact areas. Additional tire clearance gains can be obtained by slightly trimming the front plastic valance and the rear forward wheel well edge (and rock slider if equipped). We recommend cycling the suspension prior to driving to ensure proper clearances.



Before



After

Sources;

Installation- Off Road Unlimited www.offroadunlimited.com

Parts- Daystar Products International www.daystarweb.com