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Jeep KJ Liberty 2002-2006 Front Coil Spring Spacers



Bill of Materials 2 1/2"		
Part No.	Description	Qty
M03323	Coil Spacer Ft	2
M03441	Stem Cushions	4
S10578	Left Mount plate	1
S10579	Right Mount plate	1
S10138	Washer (for boots)	2
M00313	Boot	2
P01055	Cable tie	2
Bill of Materials 1 1/2"		
M03365	Coil Spacer Ft*	2

Note: The 2 1/2" lift is not for 2002 and CRD models

*Does not include Strut Mounting Plate

NOTE: SEE WARNING AT BOTTOM OF PAGE.

DO NOT COMBINE WITH ANY OTHER SUSPENSION KIT

IMPORTANT NOTE: The advertised amount of lift that this kit provides and the thickness of the spacers supplied will not be the same! For example, a 2-1/2" lift may only have 1-1/2" thick spacers. The reason for the difference between the spacer thickness and the amount of lift has to do with suspension geometry. There is a ratio involved, and it is this ratio that determines the thickness of the spacers. Rest assured, installing the spacer supplied will result in the proper amount of lift out at the wheel.

NOTE: This kit should be installed by a professional mechanic.

1. Read all instructions and check Bill of Materials before beginning.
2. Disconnect the negative battery cable. Raise the front of vehicle and support with jack stands behind the lower control arms so that the front tires are off of the ground. Remove the front wheels.
3. Remove the upper ball joint nut and separate the upper ball joint with a Ball Joint Separator, Powerbuilt Part No. 648468 or equivalent. Be careful not too damage the ball joint dust boot. Figure 1.
4. Disconnect the lower strut fork at the lower control arm and at the lower portion of the strut assembly. Figure 1.
5. Remove the air box on the passenger's side by removing the hose clamp on the intake and lifting it up and out. Remove the upper 4 strut tower nuts from inside the engine compartment on both sides. (Label the struts as to Left and Right so that they are reinstalled on the same side in which they were removed)
6. Separate the strut fork from the strut assembly and remove the strut assembly from the vehicle.
7. Compress the coil spring with a coil spring compressor, Branick Industries Inc. Model No. 7200 or equivalent and remove the upper strut nut, washer and mounting plate, remove the strut from the spring. Remove the strut dust cover by cutting it off the lower stem cushion washer. Remove the lower stem cushion washer. It may take a hammer to loosen it up. Figure 3.
8. Remove the lower coil spring isolator from the strut and insert the coil spring spacer. (Make sure that the coil spring spacer seats into the strut groove indentation) Figure 3.





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9. When reassembling the strut assembly make sure that the coil spring sits correctly into the coil spring spacer.
Figure 3.
10. Remove upper strut plate studs using a shop press. Install the factory studs into the new strut mounting plate with the studs facing in the upward position. Reinstall the upper strut isolator onto the new mount. Figure 2.
11. Press washer attached to boot off of strut, then cut / remove factory boot off of factory washer.
12. Insert one of the provided washers into the inside groove on smaller end of the boot.
Reassemble the strut assembly with the washer that is in inside of the boot, then factory washer (bevel down), stem cushion, strut mount plate, stem cushion, factory washer and nut. Making sure that the lower strut fork keyway aligns with the new upper strut mounting plate studs for reassembly, keyway faces outward as does the wide set of upper studs.
Tighten the upper strut assembly nut and washer. Figure 4.
13. Reinstall the strut assembly into the vehicle and start the upper nuts, hand tighten only, reinstall the lower strut fork and hand tighten the bolt at the strut. Install the lower fork bolt onto the lower control arm. An external spring compressor with thin claws will help in assembly. (Make sure that the lower strut fork is aligned with the strut assembly keyway)
14. Tighten the upper 4 factory nuts on each side and reinstall the air box. Tighten the upper and lower fork bolts.
 - a. Reassemble the upper control arm and recheck all nuts and bolts for tightness. Torque to manufacturers specifications.
15. Install the wheels, remove the jack stands and lower the vehicle to the ground.
16. Recheck all bolts after 500 miles. Daystar recommends that you have the front-end alignment checked for proper alignment



Fig. 1



Fig. 2



Fig. 3



Fig. 4



Fig. 5

WARNING

This vehicle has been modified to enhance its performance. The steering, braking and handling of this vehicle will differ from standard passenger cars and trucks, This vehicle handles differently from an ordinary vehicle in driving conditions which may occur on streets, highways and off road.

Avoid unnecessary abrupt maneuvers, sudden stops, sharp turns and other driving conditions that could cause loss of control, possibly leading to a roll over or other accident that could result in serious injury or death to driver and passengers. If larger tires are installed the speedometer will read lower than the vehicles actual speed.

DRIVE WITH CARE, REDUCE SPEED AND WEAR SEAT BELTS AT ALL TIMES.

This kit should be installed by a professional mechanic

