

# THE FRANKENLIFT

## The New Kid Gets a Lift



**O**NCE THOUGHT OF AS JEEP'S ANSWER TO THE ULTIMATE GROCERY CART, THE JEEP LIBERTY HAS FINALLY BECOME A SIGHT FOUND ON TRAILS FROM CALIFORNIA TO THE EAST COAST. THE KJ HAS BECOME A VERY VERSATILE VEHICLE FOR MANY PEOPLE WHO ARE LOOKING FOR SOMETHING DIFFERENT FROM THE TRADITIONAL LINEUP OF JEEP VEHICLES. IT'S AVAILABLE WITH A 2.4L FOUR-CYLINDER ENGINE, A 3.7L POWER TECH V-6, AND A 2.8L FOUR-CYLINDER COMMON-RAIL DIESEL (CRD) ENGINE. YOU CAN ALSO CHOOSE BETWEEN THE COMMAND-TRAC PART-TIME FOUR-WHEEL-DRIVE SYSTEM AND THE SELECT-TRAC FULL-TIME FOUR-WHEEL-DRIVE SYSTEM FOR CONFIDENT CAPABILITY ON THE TRAIL. AFTER SEEING QUITE A FEW LIBERTYS TACKLING THE TRAILS IN MOAB, WE DECIDED IT WAS TIME TO SHOW OUR READERS SOME OF THE PRODUCTS CURRENTLY OFFERED TO MODIFY THEIR KJ FOR THE WEEK END AHEAD. **4WD**



The kit comes complete with one pair of assembled front struts. The front struts consist of Old Man Emu (OME) coils, Rancho struts, and Daystar top plates and spacers. The rear components include OME coil springs, Daystar poly bumpstops, and Rancho RSX shocks. This image shows one of the front strut assemblies disassembled for reference.



The installation process begins under the hood removing the battery and battery tray. This will allow access to the upper strut bolt located above the fenderwell. This bolt cannot be accessed through the wheelwell of the vehicle; you must remove the engine bay components. The battery is easily removed as well as the tray with just a few small bolts.



Unscrew the ball joint holding the upper control arm to the spindle and gently tap the side of the spindle as shown with a hammer to break the ball joint loose. Do not use a pickle fork or ball joint puller to do this. If you tear the boot on the ball joint, you will need to replace the entire upper control arm assembly, which is costly.



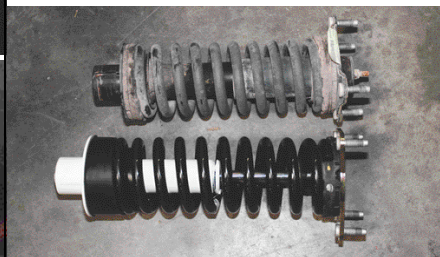
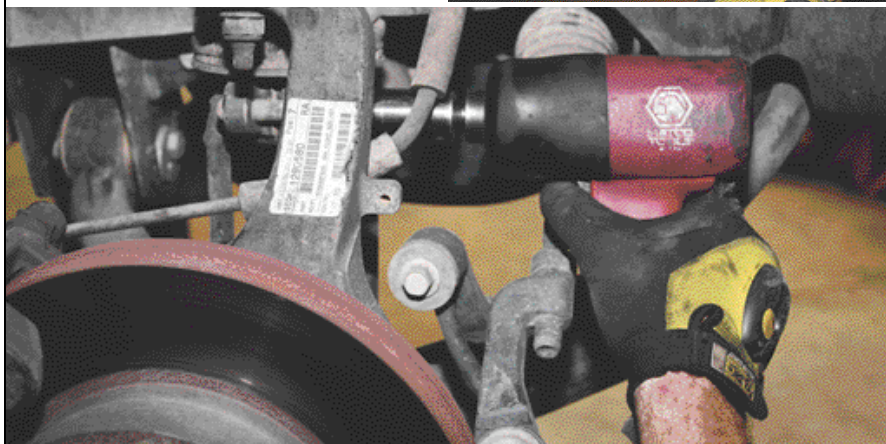
To make things easier removing the clevis assembly, use a crowbar to pry open the flanges of the clevis and slide it off the strut.

On the passenger side of the vehicle you will need to remove the stock airbox system. Like the driver side, this is done to gain access to the upper strut bolt. You will also need to move your cruise control system aside that will become visible after the airbox has been removed. You do not need to remove the cruise control unit entirely; just remove the bolts holding it in place and move it to the side so you can remove the strut bolt.



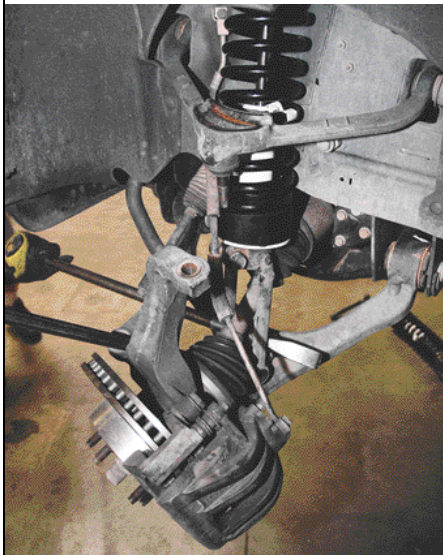
With everything disassembled, go ahead and remove the entire assembly from the vehicle.

Remove the lower antisway bar bolt and bracket from the lower A-arm. This will allow more clearance and also allow the suspension to flex downward.



Side by side, you can see how the new parts could benefit your rig. The new coil assembly will provide your Jeep Liberty with 2.5 inches of front suspension lift. This combination of components has been tested during several miles in the dirt and has been proven to work properly. The reason this kit was named Frankenlift is because some of the components used are also offered with other aftermarket KJ kits. This kit combines the best of what's available for your KJ.

Remove the upper and lower clevis bolts and remove the clevis from the front suspension completely.



Slide in your new assembly and tighten it down using the supplied bolts. Attach the clevis under the strut and tighten in place. Getting the clevis in place can be rather time-consuming, so we suggest using a crowbar to help pry the clevis into position. This kit can be installed by one person, but you may find having a second set of hands around isn't a bad idea. We also wanted to make note that although we used a lift to perform our install, there is no reason this kit can't be installed in your driveway with the use of a good floor jack and some jackstands.

**TORQUE SETTINGS**

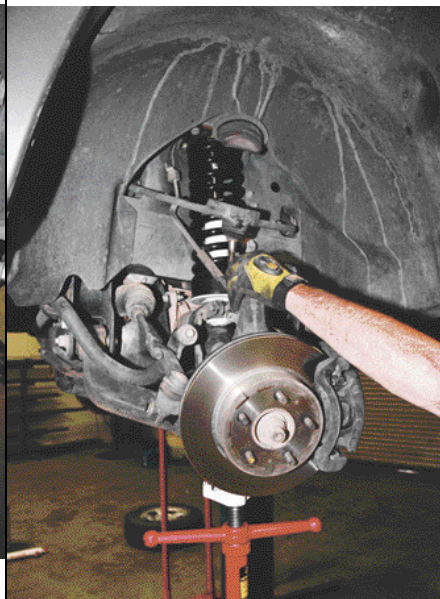
It is very important to make sure you tighten all bolts back down to factory torque specifications. Here is a small breakdown of all suspension bolts and their corresponding torque settings.

**FRONT SUSPENSION**

- Four upper shock mounting nuts: 80 lb-ft
- Clevis bracket bolt at bottom of shock: 65 lb-ft
- Lower ball joint nut: 60 lb-ft
- Clevis bracket at lower control arm: 110 lb-ft
- Lower stabilizer link at lower control arm: 100 lb-ft
- Axle nut: 100 lb-ft
- Rotor bracket bolts: 100 lb-ft
- Bearing hub bolts: 96 lb-ft
- Tie-rod ends nuts: 80 lb-ft

**REAR SUSPENSION**

- Shocks (upper): 80 lb-ft
- Shocks (lower): 85 lb-ft
- Rear stabilizer bolts at lower suspension arm: 73 lb-ft
- Upper control arm: 90 lb-ft
- Lower control arm: 125 lb-ft
- Pinch bolt on top of differential: 70 lb-ft



Now that the clevis has been installed, go ahead and attach the upper control arm to the spindle. You will notice at full droop with your antisway bar disengaged the spindle head comes very close to contacting your new coil assembly. All JP Products supplies you with a small red poly bushing to secure over the bottom Daystar bushing with a supplied hose clamp as a precautionary measure. All JP is working with Daystar to produce a new lower coil bushing with this side bumpstop manufactured in place.



A Daystar bumpstop has been supplied with your kit and must be installed to the lower spring plate. This can either be threaded in place using a thread tap or drilled through and bolted in place. You will need to use a 3/8-inch drill bit to fit the bumpstop.



For the rear suspension, a replacement 2-inch spring is supplied with a Rancho RSX shock. After removing the factory shock, use a small bottle jack as shown above to help keep the rear suspension flexed. This will make the install of the new spring much easier.



The new rear suspension will provide 2 inches of lift, keeping your Liberty at a nice, level stance. The new Rancho shock will make a big difference soaking-up trail terrain. The bumpstop not only acts as a suspension stop, but also helps to make sure the spring does not slide out of its place during the more challenging obstacles on the trail where your suspension is under full articulation.

**SOURCE**

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