



VALUE KIT

Part # KJ25

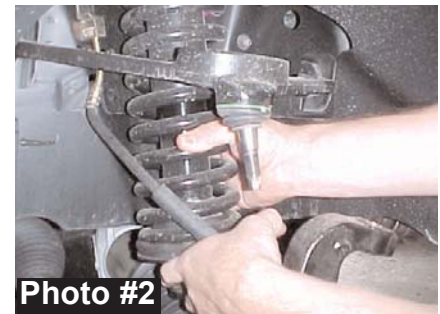
02-03 Jeep Liberty 4WD/2WD

Parts List:

Part #	Description	Qty
SML10578-L	STRUT MOUNT,LIBERTY, LEFT	1
SML10579-R	STRUT MOUNT,LIBERTY, RIGHT	1
LPS3323F	POLY SPCR,LIBERTY,2.5"FRONT	2
LPS3324R	POLY SPACR,LIBERTY,2.5"REAR	2
SBB3369	SWAY BAR BUSH,LIBERTY KJ	2
SC3441	STEM CUSHION, LIBERTY KJ	4
I-KJ25	INST. SHEET FOR KJ25 LIBRTY	1

Front Installation:

1. Read all instructions and check Bill of Material listing before beginning installation.
2. Disconnect the negative battery cable. Raise the front of the vehicle with floor jack from under the front cross member. Using jack stands, support the frame rails behind the front lower control arms. Remove the front wheels.
3. Remove the upper ball joint nut, and remove the upper ball joint using a ball joint separator. Powerbuilt part # 648468 or equivalent. Be careful not to damage the ball joint dust boot. (**See Photo # 1**).
4. Disconnect the lower strut fork at the lower control arm and at the lower portion of the strut assembly.
5. Remove the air box on the passenger side by removing the hose clamp on the intake and lifting it up and out. Remove the upper four strut tower nuts from inside the engine compartment on both sides. (Label the nuts left and right so that they are reinstalled the same as they were removed).
6. Separate the strut fork from the strut assembly and remove the strut assembly from the vehicle. (**See Photo # 2**).
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. (**See Photo #3**).
8. Remove the lower coil spring isolator from the strut and insert the coil spring spacer. (Make sure the coil spring spacer seats properly into the strut groove indentation and that the raised portion is toward the outside. The raised portion is used as a bump).



9. When reassembling the strut assembly make sure the coil springs seats correctly into the coil spring spacer.
10. Remove the 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.
11. Reassemble the strut assembly with the new stem cushions and factory washers 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.
12. 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 will help in assembly. (Make sure that the lower strut fork is aligned with the strut assembly keyway).
13. Tighten the upper four factory nuts and reinstall the air box. Tighten the upper and lower fork bolts.
14. Reassemble the upper control arms and recheck all nuts and bolts for tightness. Torque to manufacturers specifications. **(See Photo #4).**
15. Install the wheels, remove the jack stands and lower to ground.



Rear Installation:

16. Raise the rear of the vehicle and support with jack stands in front of the lower control arms. Remove the rear wheels.
17. With a floor jack supporting the rear axle, disconnect the upper shock mounts.
18. Lower the axle and remove the coil springs. **(See Photo #5).**
19. Remove the lower coil spring isolator. **(See Photo #6).**
20. Install the coil spring spacer in the same position as the coil spring isolator. **(See Photo #7).**
21. Install the coil spring on top of the coil spring spacer. You may have to use a coil spring compressor to reinstall the coil spring. **(See Photo #8).**
22. Raise the floor jack and reconnect the upper shock mounts. Torque all bolts to factory specifications. Reinstall the wheels and lower to the ground.

FINAL NOTES:

- After installation is complete, double check that all nuts and bolts are tight.
- With the vehicle on the floor, cycle steering lock to lock and inspect steering, suspension and driveline systems for proper operation, tightness and adequate clearance. Recheck brake hose/fittings for leaks. Be sure all hoses, including the rear, are long enough.
- Have headlights readjusted to proper settings.
- Have a qualified alignment center realign front end to factory specifications.
- Retorque all bolts after the first 100 miles.