

TOOLS NEEDED**BILL OF MATERIALS**

- Press or vice (Daystar tool KU70091)
- Retaining clip pliers
- Floor jack
- Jack stand (s) 4
- Wheel chock
- Grease (poly lube gun KU11005)
- 3/4 drive ratchet
- 10" 3/4 extension
- 13/16 wrench and 13/16 socket
- 7/18 wrench and 7/8 socket
- Measuring tap
- 21mm wrench and 21mm socket

Part #	Description	Qty
S11097	Control arm lower	2
S11100	Rod end	2
BU70037	Hardware kit	1
M00492	Bushing	4
M00494	Bushing	4
S11085	Steel Ball	4
S10617	C-clip	8
S10135	Washer	8
S10212	9/16 Bolt	4
S10205	9/16 Nuts	4
S10818	1-14 Jam nut	2
P10027	Grease	1
P11183	Thread lock	1

Jeep JK Products

- KJ09138 3/4" Front & rear lift
- KJ09137 1 3/4" Front & rear lift
- KU09059 EVS Foam bump-stops
- KU09060 EVS Foam bump-stops
- KU70034 Ft lower control arms
- KU70033 Rear upper control arms
- KU70037 Rear lower control arms
- KU70091 poly flex tool
- KU11005 Poly lube gun

**KU70037****2007 to Current Jeep JK control arm kit**

Hells gate, Moab UT

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Tech Support Contact Info

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Instruction Sheet P11239

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Thank you for choosing Daystar Products

Daystar recommends a certified technician install this system. In addition to these instructions, professional knowledge of disassemble/reassembly procedures as well as post installation checks must be known. Attempts to install this system without this knowledge and expertise may jeopardize the integrity and/or operating of the vehicle.

Please read all the instructions before beginning the installation. Check the kit hardware against the parts list. Be sure you have all the needed parts and understand where they go. If anything is missing, do not proceed with the installation. Call Daystar Products to obtain needed items.

Product Use Information

As a general rule, the taller a vehicle is the easier it will roll. We strongly recommend, because of rollover possibility, that Seat belts and shoulder harness be worn at all times. Avoid situations where a side rollover may occur.

Braking performance and capabilities are decreased when significantly large/heavier tires and wheels are used. Take this into consideration while driving. Also, speedometer recalibration is necessary when larger tires are installed.

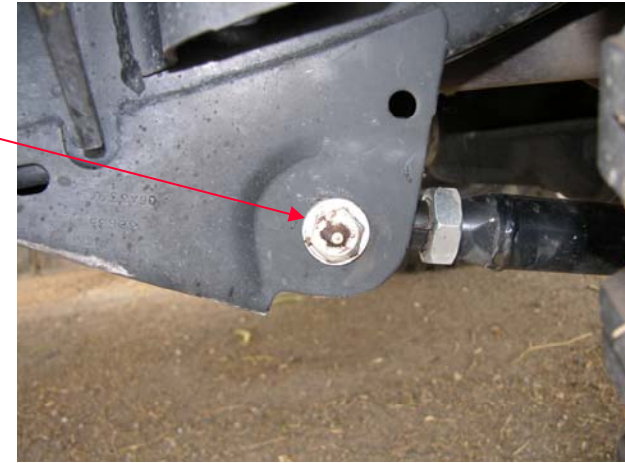
Do not add, alter, or fabricate any factory or after-market parts which increase vehicle height over the intended height of the Daystar Product purchased. Mixing component brands, lifts, and/or combining body lift with suspension lift voids all warranties. Daystar makes no claims regarding lifting devices and excludes any and all implied claims. We will not be responsible for any products that are altered.

Notice to Dealer and Vehicle Owner

Any vehicle equipped with any Daystar Product must have the "Warning to driver" decal installed on the sun visor or dash. The decal is to act as a constant reminder for whoever is operating the vehicle of its unique handling characteristics. **INSTALLING DEALER**— Its is your responsibility to install the warning decal and forward these instructions on to the vehicle owner for review and to be kept in the vehicle for service life.

After installation occurs, a qualified alignment facility is required to align the vehicle to factory specs.

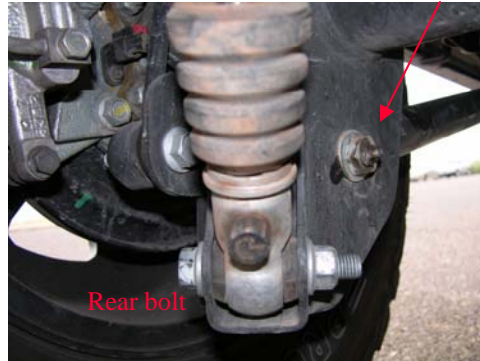
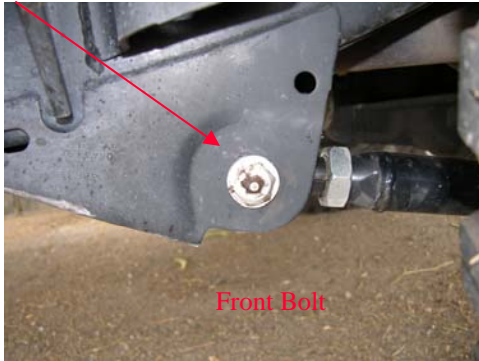
12. Apply the thread lock to the jam nut at the wheel alignment and lube the joint at this time.



13. Check all bolt after 500 miles and at oil changes and after off road use.



- Install the Daystar lower control arm using the two 9/16 bolt per arm. With the front bolts coming from the outside in and the rear going inside out.



- Tighten the bolts to 75ft lbs.

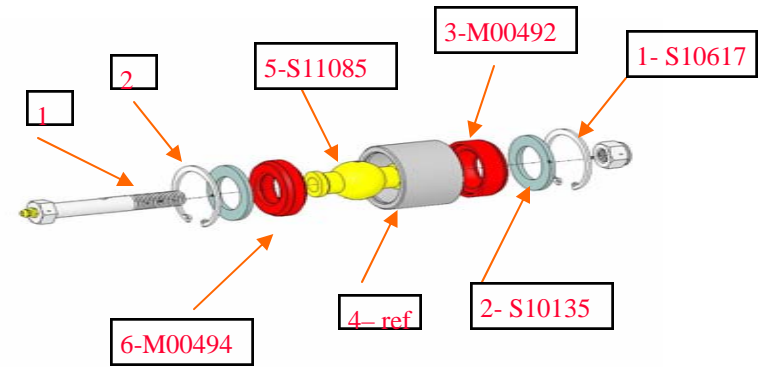


- Repeat step on other control arm.
- You will need a wheel alignment to the control arm to the right length.

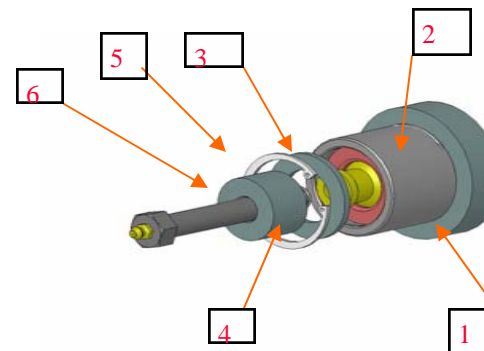
Installation steps

Poly Flex joint assembly

- Using a retaining clip pliers install the C-clip (1) into the Steel shell (4) then place the washer (2) into the shell (4).
- Put a small amount of poly-lube over the poly-flex bushing (3) then install it over the steel washer (2) in the steel tube (4)
- Put a small amount of poly-lube over the steel ball (5) and then install it in the steel tube (4) then install the other poly-flex bushing (6) over the steel ball (5).

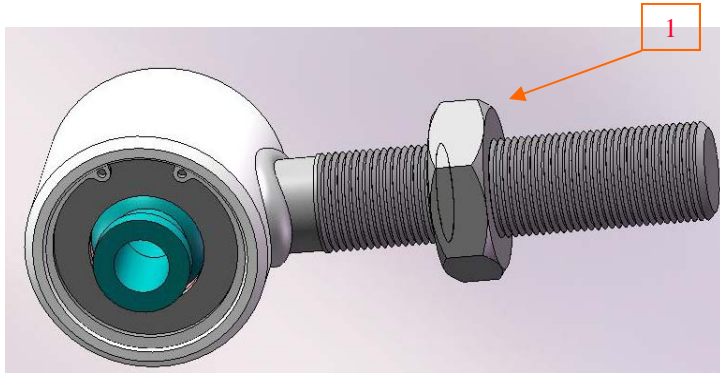


- Using the poly-flex joint tool.(KU70091) Place the assembly (2) into the large tool (1) and place the washer (3) and C-clip (4) over opened end of the assembly (2).
- Place the small tool (5) over the washer (3) and push the 7/16 bolt (6) through the assembly (2) and thread on the 7/16 nut.
- With a 5/8 wrench and 5/8 ratchet on the bolt and nut tighten them down so you can install the c-clip (4) using a c-clip pliers.
- Repeat step's on the other threaded rod end.

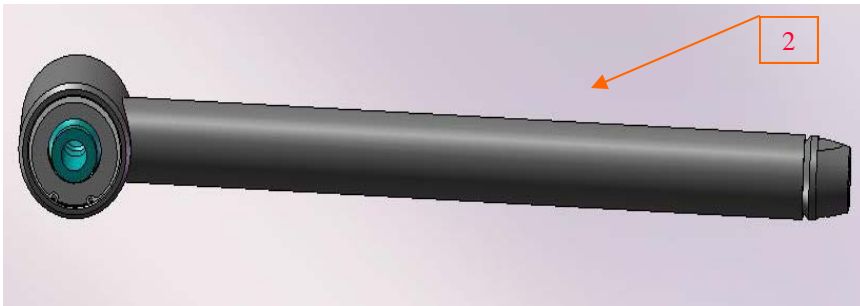


Control arm assembling steps

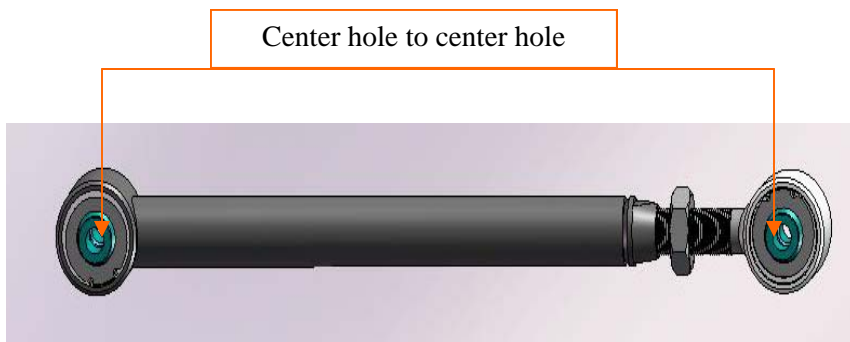
1. Thread on the 1-14 jam nut (1) onto the rod end assembly.



2. Thread on the rod assembly (1) into the control arm assembly.(2)

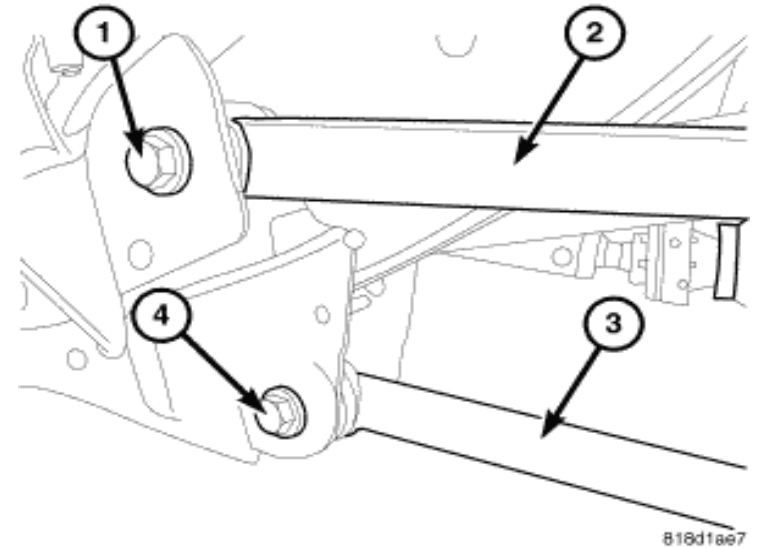


3. Set the length of the arm to stock length if not lifted. If lifted add a .250 to the length over 2.0 of lift. This is only a starting length. You will need a wheel alignment to get the arms set to the right length.



Installation steps

4. Raise up the jeep and place floor jacks under the frame. Place wheel chocks behind the rear wheels
5. Remove the wheels and place the jack under the rear axel and support it.
6. With a 21mm wrench and remove the rear lower control (3) arm bolts (4).



7. Remove the lower control arm. One side at a time.

