



**1997-2004 Adjustable Length Jeep TJ Control Arms**  
**KU70083 2" Adjustable Length Jeep TJ Control Arms (Front/Upper)**  
**KU70085 2" Adjustable Length Jeep TJ Control Arms (Rear/Upper)**  
**KU70084 2.5" Adjustable Length Jeep TJ Control Arms (Complete Lower)**



| Bill of Materials |                                   |     |
|-------------------|-----------------------------------|-----|
| Part #            | Description                       | Qty |
|                   | Front Upper Control Arm Extension | 0-2 |
|                   | Rear Upper Control Arm Extension  | 0-2 |
|                   | Fr/Re Lower Control Arm Extension | 0-4 |
|                   | Poly-Flex Assembly                | 2-8 |

Fig 1.

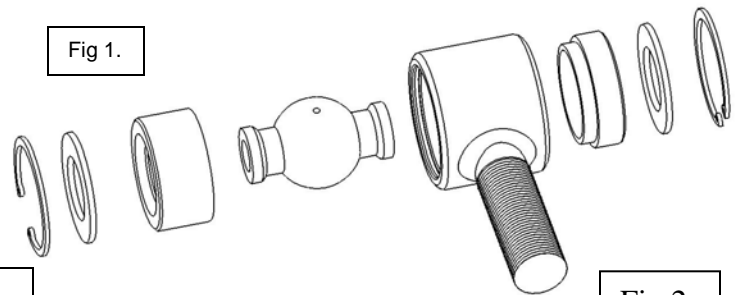
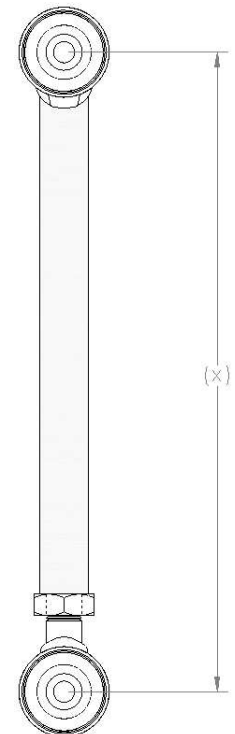


Fig 2

| Tools required        |      |               |   |
|-----------------------|------|---------------|---|
| Description:          | Qty. |               |   |
| Press or Vice         | 1    | Floor Jack    | 2 |
| Retaining Clip pliers | 1    | Jack Stand(s) | 4 |
| Drill and 7/16 bit    | 1    | Grease        | 1 |



**Step(s)**

1. Inspect the contents of the kit and read the entire instructions before proceeding.
2. Using a press or a vise; install the components into each of the Poly-Flex tubes in the order shown in (Fig. 1).[For more detail, see the following pages with component descriptions and drawings]
3. Thread a jam nut onto a threaded Poly-Flex assembly and thread the Poly-Flex assembly into the end of the control arm.
4. Chock wheels on opposite side of vehicle that you are working on. Put one end of the vehicle on jack stands and a floor jack under the axle, support the axle with the jack. Lift just enough to get the stress off of the original control arm to remove it. (Daystar recommends that only one arm at a time should be removed and that the lower control arms should be pulled first.)
5. Note the hole center to hole center length of the original control arm. (Fig. 2)
6. Make sure that the hole spacing on the Poly-Flex assemblies match the existing factory control arms. If the Jeep is lifted, a custom length will have to be adjusted, check (Chart1) on the following page for hole center to hole center length.
7. Install each control arm. Note: Use the 1/2" washers in place of the cam bolt for the lower front control arms. Also, before installing the rear upper arm, the carriage bolt hole on the axle must be drilled.
8. Tighten upper arm bolts to 60 Ft-Lb and lower to 90 Ft-lb. Tighten jam nuts and check all fasteners after 100 miles. Reattach the emergency brake cables to the control arms using zip-ties.
9. Finally with Poly-Lube in a grease gun, inject a small amount of Poly-Lube into each of the Zerk (grease) fittings.

NOTE: Daystar recommends a transfer case drop [P/N KJ01008] on lifted vehicles. A wheel alignment should be done after installation.

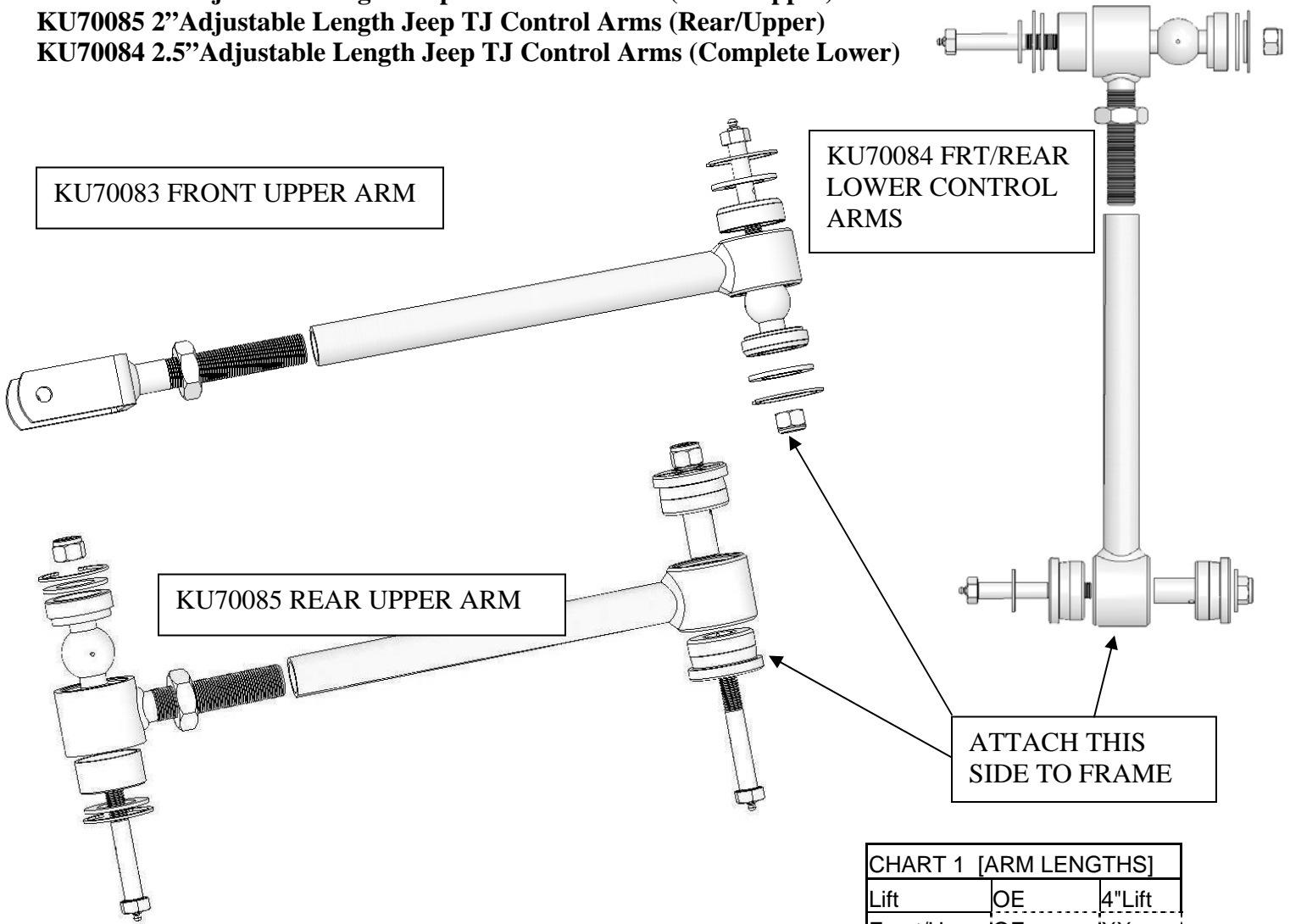




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| CHART 1 [ARM LENGTHS] |    |        |
|-----------------------|----|--------|
| Lift                  | OE | 4"Lift |
| Front/Upper           | OE | XX     |
| Front/Lower           | OE | 15.750 |
| Rear/Upper            | OE | 13.500 |
| Rear Lower            | OE | 15.750 |

### 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.*



Instruction Sheet – P10829-00

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