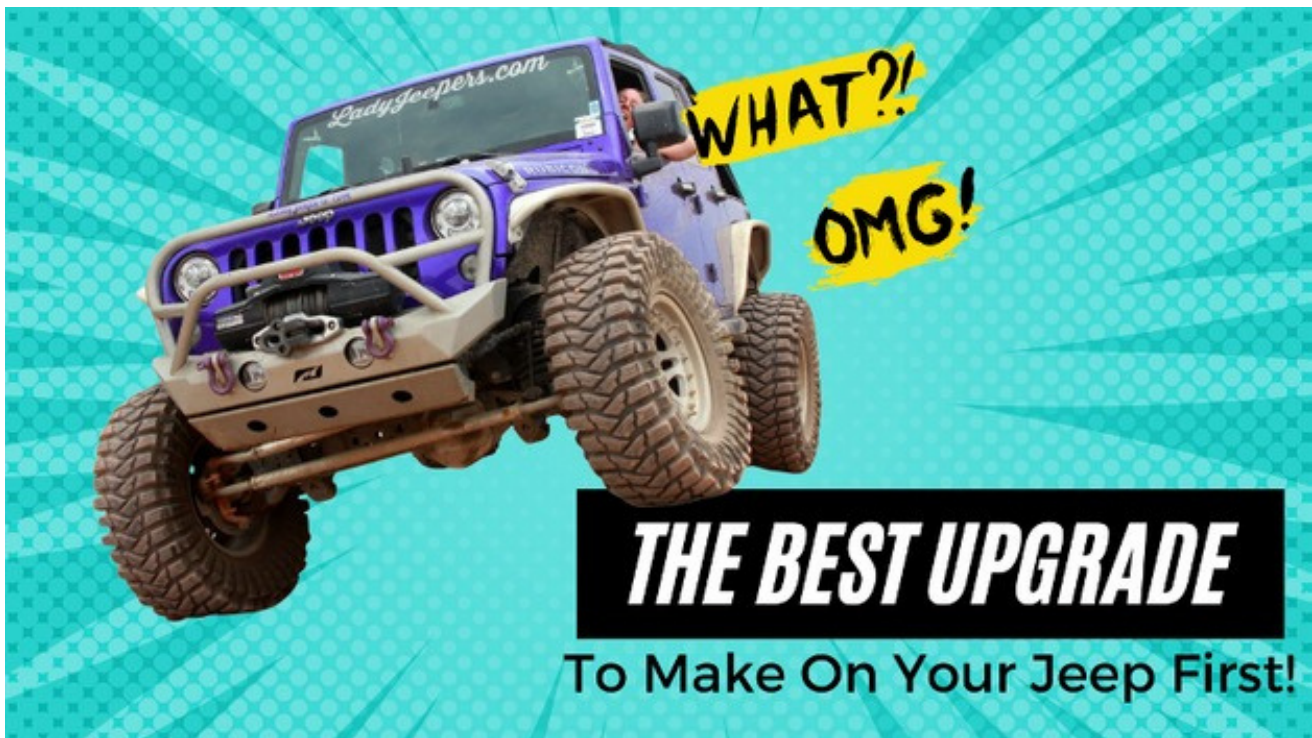




WHAT?!

OMG!

***THE BEST UPGRADE
TO MAKE ON YOUR JEEP FIRST***



You want to upgrade and build your Jeep now, but you want to do it right and make the right choices.

You may have asked the question, what upgrade or modifications should I make or add to my Jeep?

Chances are, if you watched 20 videos online from 20 different people, all 20 would give you a different answer.

And how do you know which one is correct?

If you asked those 20 different people, they're probably bringing forward the right answers.....just for different people.

They're bringing their experiences forward to you. They're giving you what is probably the right answer, which can be pretty confusing, right?

No worries. I got you. Inside this section, you get the truth on which upgrades you could make first. With an understanding of which is going to be the best for you.

I have a simple system that includes the most important questions to ask yourself. From there you get your individualized direction to start with so that you find the right answers for you. That is the most important thing.

That is why we are going through all of this. I want to make sure that you're getting the right answer for yourself, not for someone else. Not what is right for one of the 20 other people, but what is right for you.

There are way too many opinions on what the best Jeep upgrade is.

Some people say that tires are the best upgrade. Other people might say you need to do the lift kit and suspension first. Someone else might say skids and protection. Ultimately there are lots of different ideas out there.

Super overwhelming. I totally get it. Trust me.

I understand it can feel like a lot and here is the biggest key I want you to take away from this.

It is not the same for everyone.

Keep in mind that we are all in different places with our Jeeps. We have different Jeeps, different models, and different goals. We're gonna be doing different things with our Jeep.

There is no one answer that fits all.

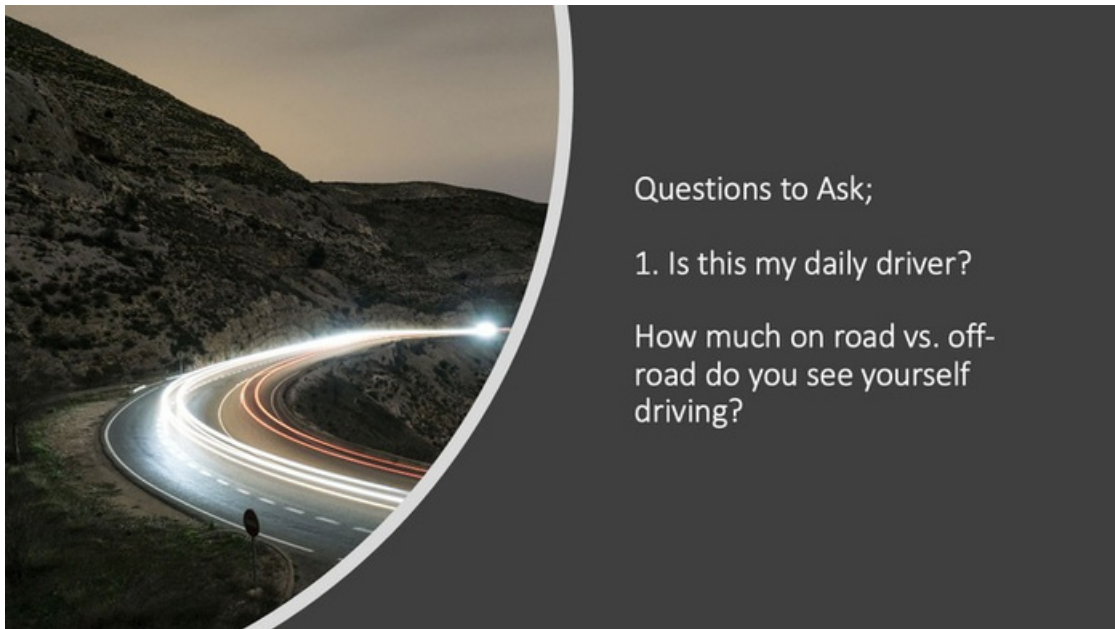
The Jeep itself is so unique. We get to make it our own, put our own personality on it, and make it an extension of us.

Your best Jeep upgrade to do first is dependent on you and your Jeep.

That's why it is important to ask yourself a few questions first.

Question One- Is your Jeep, your daily driver?

This is the bottom line, the most important question.



Questions to Ask;

1. Is this my daily driver?

How much on road vs. off-road do you see yourself driving?

Before you make any modifications or changes to your Jeep, you need to ask yourself, is this my daily driver?

Are you driving this every day? Are you reliant on this to get you to and from work, on vacations, pick kids up from school, or drop them off at sporting events?

Question Two - How much on-road versus trail riding or off-road driving are you going to do?

That is important to think about before you ever decide what changes to start making on your Jeep. Knowing that balance between daily driver, on-road, and trail riding will help dictate the type of modifications or upgrades you want to make. While ensuring you keep the desired result you want for your Jeep.

Are you going to be doing 50-50? You want it to perform 50% off-road, and 50% on road. Very great balance.

Maybe you want 60-40. That can be 60% off-road, and 40% on-road, or vice versa.

What is that balance? That balance will dictate what modifications, upgrades, and in particular, which parts, which manufacturer, and where to put the money?

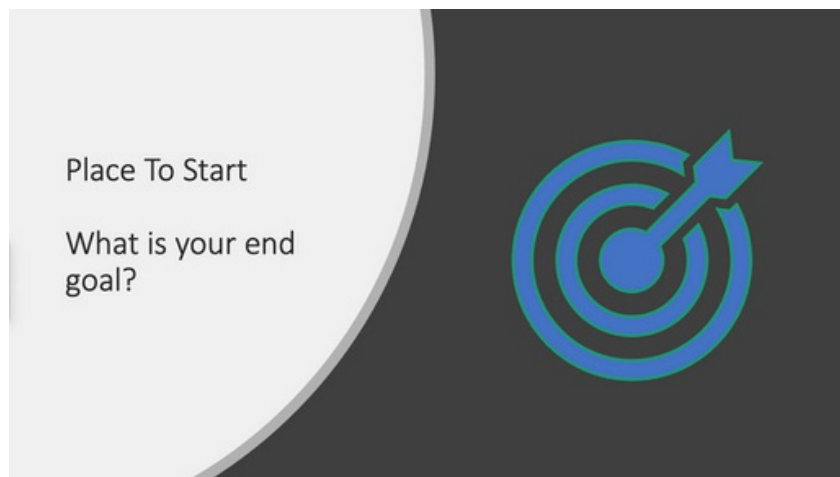
Question Three - What level and types of trails do you want to do with your Jeep?

You want to do stock, beginner-friendly, easy trails.

Or are you going to want to do intermediate trails and you want to push and see what your Jeep can do?

Are you going to be on sand, mud, rocks, or mountains? Is it flat? Is it dunes? Will it be in the forest?

What terrain are you going to be driving most likely or the most often with your Jeep? You need to know your end goal.



When you start looking at different terrain types, how you build your Jeep is going to be different.

How you would build your Jeep for the porous rocks in Utah is not going to be the same way you would build your Jeep for the slick river rocks. As you decide on your goal you can start to get super-specific. If you're building your Jeep for rocks versus beach sand versus mud, there are differences there.

This plays a part in what upgrades you're going to make first, or that you want to make first.



You can start with protection modifications or changes

You could start with protection, clearance, new tires, winch, bumpers, etc.

How do you decide which one is the right one for you?

Once you answered the three questions you need to look at what you need that you do not already have to safely work towards your goal.

I recommend starting with safety upgrades and modifications first.

Those can include;

- Bumpers

- Winch

- Aftermarket Differential Covers

- Skid Plates

- Body Armor

- Rock Sliders

- Corners

- Limb Risers

- and more

-

These protection upgrades are not going to change how your Jeep drives on the road and handles as a daily driver.

It does allow more protection and the safety ability to recover and take care of yourself should you ever need that.

Most people lean directly towards lift, wheels, and tires as the first upgrade.

Keep in mind a couple of tips before jumping in.

This can change the on-road driveability and road manners of your Jeep.

- You need to have an understanding of what changing a tire size

- dictates to upgrade with it. The bigger the tire, the more changes and upgrades that need to be made.

- Have a build plan before you start making changes to tire size and stock components.

-



It is not as simple as deciding on a tire size and just putting it on your Jeep.

Have a solid understanding of how changing the tire size will change your Jeep.

From handling, off-road driving and modification list.

You want to understand completely what you will need to modify for each tire size before you jump in.

Tire Size Platform Build Overview										
	Wheel/Tire	Asse	Trans Axle	Gears - Manual	U.S. & International	Exhaust & Air Joints	Front for 4 Control Arms	Upgrade Steering	Upgrade Brakes	Drive Shaft Upgrade
33's	Tires	---	---	3.73	---	---	---	---	---	---
35's	Tires & wheels	---	---	4.1	---	---	---	---	---	---
37's	YES	Drive 40 or 42s 40	YES	4.56	---	---	---	---	---	---
40's +	YES	Drive 40 or upgrade	YES	4.88	---	---	---	---	---	---

(In this overview we were conservative to ensure that you have the strongest and longest lasting build with the least amount of problems.) This is also designed for the Daily Driver that will be doing some Off-road and Trail riding. This is not an overview for a "Trail Only Rig."

Additional Optional Upgrades

These are other upgrades and modifications you can do but are not crucial for the performance or longevity of your build. Though we highly recommend these upgrades on your build!

*Aftermarket Bumper *Winch *High clearance Fenders or delete
 *Belly Skid *Corners/Body Armour
 *Cold Air Intake *I-Drive/performance upgrade
 *Rock Lights *Headlight upgrade *Light bars

Upgrades Recommended if you will be doing more Off-road & Trail Riding:
 *Upgraded Differential Cover
 *Beadlocks *Cage *Harnesses *Lockers
 *Onboard Air *High Lift Jack

Copyright LadyJeepers.com all rights reserved

The key is the bigger the tire the more that has to change & upgrade to handle that new tire size.

There is NO
RUSH!



There is no rush to make any changes to your Jeep!

In fact, the longer you drive your Jeep stock the better your long-term idea of what you want for your Jeep will be.

You get to make the choice of what to change first for you.

I recommend the following;

Ask yourself the questions and be honest.

- Have a solid goal and direction for your Jeep. (It can change over time that is ok. This is a base starting point)

- Upgrade what will be the greatest benefit to start with. (Safety or protection for your Jeep. Winch and recovery to take care of you.)

- Go SLOW and don't rush into any decisions or changes.

You will be happy in the long run.