



The Three Questions Every Jeep Owner Has Asked

Kristin DeLibero



The Three Questions Every Jeep Owner Has Asked and The Real Answers.

I feel like Jeep owners are constantly faced with unanswered questions or worse, bad answers and bad information. It can be tough to find the right information when you're starting a Jeep build. Part of that reason is that there's so much information out there and sometimes it seems like everyone has an opinion on what you should do with your Jeep.

What are we going to talk about in this section?

I am here to help with a real answer breakdown and an approach to the three questions every Jeep owner has asked. I'm answering these most frequently asked questions about your Jeep build with clear, concise information. That is the most important thing to me as we are going through this. I want to make sure you're getting real answers, but they're clear. They're easy to understand and break those questions down for you.

The Three Questions Every Jeep Owner Has Asked

The three questions that we are going to focus on are-

Question one. What size tire can I put on my Jeep?

Question two. What lift height should I get?

Question three. Do I have to re-gear my Jeep?

Before we jump in and get started, I want to start with a quick reminder.

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The key to getting the real answers to all three of these questions is having a place to start. This is the most important piece. I cannot give you real answers to these three questions until I ask you some questions so that we can all get clear. Then I can give you the right information for you. No Jeep build is the same. They're all different. They're all unique, just like we are as individuals. That's what's so exciting about building your Jeep. If you have asked one of these three questions, I can't give you a real answer with the correct information until we have a good foundation. We're going to start with the end in mind.

Place To Start

What is your end goal?



What is your end goal for your Jeep?

Believe it or not, this must be answered before anyone can give you a real answer to those three most frequently asked questions.

This can change the longer that you have your Jeep and the more you do with your Jeep.

You might buy your Jeep and say, “this is only my daily driver and I have no intention of trail riding this jeep”. That is a normal thought process. The longer you have your Jeep the more things can change. Your goal is not set in stone, but you need a good idea of your end goal for your Jeep before you ever make modifications to it.

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Questions to Ask;

1. Is this my daily driver?

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

1. Is this my daily driver?

2. How much on-road vs. off-road do you see yourself doing with your Jeep?

This can change the longer you have your Jeep, but you need an idea of what direction you are leaning with your Jeep.

I like to put together a percentage. An example: 80% daily driver and 20% trail riding. You need to come up with your percentage for your Jeep.

The reason to get clear on your percentage is that will dictate what direction you go with your modifications. If this is more on-road and daily driver you want to make sure all your modifications maintain the on-road manners and driveability. Or vice versa. You want more off-road performance, and the on-road driveability is not as important to you.

The great news is that you CAN have a daily driver and trail riding Jeep! A Jeep can be a double purpose and allow you to enjoy both aspects of owning a Jeep.

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NO SURPRISES and the correct understanding of how to achieve that balance is the goal as we continue forward in breaking down these three questions.



Question One – What Size Tires Can I Put On My Jeep?

This is the number one question that is asked the most. I see this question asked in groups, sent in emails, and asked all over social media.

Here's a basic rule, the larger the tire, the more changes, modifications, and upgrades you're going to have to make.

Basic Rule

The larger the tire, the more changes and upgrades or modifications you will need to make!



The Three Questions Every Jeep Owner Has Asked

The bigger the tire gets, the more help you are going to have to give your stock parts and pieces. You need to help the mechanics underneath your Jeep.

For every tire size, you go up from stock on your Jeep, you're going to be adding more modifications.

Bigger tires = more changes.

Be prepared that as the tire size increases the list of changes also increases.

In your Jeep build, you are trying to create and maintain balance. You need the geometry and the mechanical balance to have the long-term longevity of your build. This is about creating a build that is going to have longevity, it is going to hold up, and it is going to last.

Everything that I share with you is about creating a long-term longevity plan for your Jeep. We want our Jeep to hold up and last as long as possible. My goal is that you don't end up spending money on the same parts and pieces more than once. There is nothing more frustrating than that.

Take a moment and think about a stock Jeep. It was built to the stock platform in assembly. That stock platform has parts and pieces that are going to function and mechanically work for that stock platform. The design is based geometrically on angles, and measurements, and everything is set up perfectly for your stock tire size. Straight out of the gate, from the dealership, you drive it off the lot, they are capable machines. Once we start to make changes that the initial geometry that was set up when that Jeep was stock is changing. When we start to make a change, with lifts, different tires, we're changing that geometry. We are changing how everything is going to work together. That means when we make a change, we need to look at it geometrically, and mechanically. How does that one change alter other things in our Jeep? What change will I have to then accommodate to make sure the Jeep keeps the same geometrical measurement angle, no matter the changes?

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Some factors go into the changes required based on tire size choice. Let's start with this basic tire size platform overview. I want you to understand the changes that go with different requirements based on your tire size choice.

Start with a Basic Tire Size Platform overview.

Understand the changes and difference requirements based on your tire size choice.

Tire Size Platform Build Overview

| | Wheel/Tires | AXIS | True Axle | Gears - Minimum | Leaf & suspension upgrade | Washers & Ball joints | 1 inch lift or a Control Arms | Upgrade Steering | Upgrade Brakes | Drive Shaft upgrade | Heavy Duty Upgrade |
|--------|--------------------------------|------------------------------|-----------|------------------------------------|---------------------------|-----------------------|-------------------------------|------------------|----------------|---------------------|--------------------|
| 33's | Tires | | 3.73 | | | | | | | | |
| 35's | 1 inch lift corners and shafts | Recessed axles for long term | 4.1 | YES - need to upgrade to long term | Recess needed | Recess needed | | | | Heavy Duty Upgrade | |
| 37's | YES Data 44 or Data 40 | YES | 4.56 | YES - need to upgrade to long term | YES | YES | YES | YES | YES | YES | |
| 40's + | YES Data 40 or upgrade | YES | 4.88 | YES - need to upgrade to long term | YES | YES | YES | YES | YES | YES | |

(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 *1-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



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Looking at the chart it is easy to see that the changes required increase as the tire size increases.

For example, if you go to a 33" tire, you don't have to make many changes on your Jeep. If you go to a 35" tire you have more changes.



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

You need to have room for the new tire size, but also understand what goes with that choice.

What size tire can I put on my Jeep?

Ultimately, the answer is not as simple as deciding on tire size and just putting it on your Jeep. You need to have room for the new tire size, but you also need to understand what goes with that choice long-term and ultimately.



Question Two: What Lift Height Should I Get?

There's not a one size fits all answer to this question. Different upgrades and options as well as tire size determine the height that will be needed.

Fenders play a huge part in what lift height you are going to need to accommodate and make enough room for your new tire size.

If you off-road or want to drive on more trails upgrading the plastic fenders is a great idea. It gives you something more durable, especially if you go to an aluminum or a steel fender.

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An aftermarket, high clearance fender, will allow for more room inside the wheel well for a larger tire. It adds that room in comparison to a stock fender. Most of that is due to the size of the fender itself. A high clearance fender does not extend down as low as a stock.

What does that all mean? You need less lift height based on the clearance the fender gives you.

Keep in mind that some states have different on-the-road laws for fenders. Look into your state laws before getting new fenders.

Another factor that directly determines the lift you will need is based on the generation Jeep you have. Every generation of Jeep is going to require a different lift based on the tire size you want to go with. Here is a basic overview guide based on the generations to get you started.

The CJ Generation;

Stock height = 28", 29", 30" tires.

With fender trimming/aftermarket = 31" tires

2" lift = 32" tires

4" Lift = 34" tires

The YJ Generation;

Stock height – 28", 29" tires

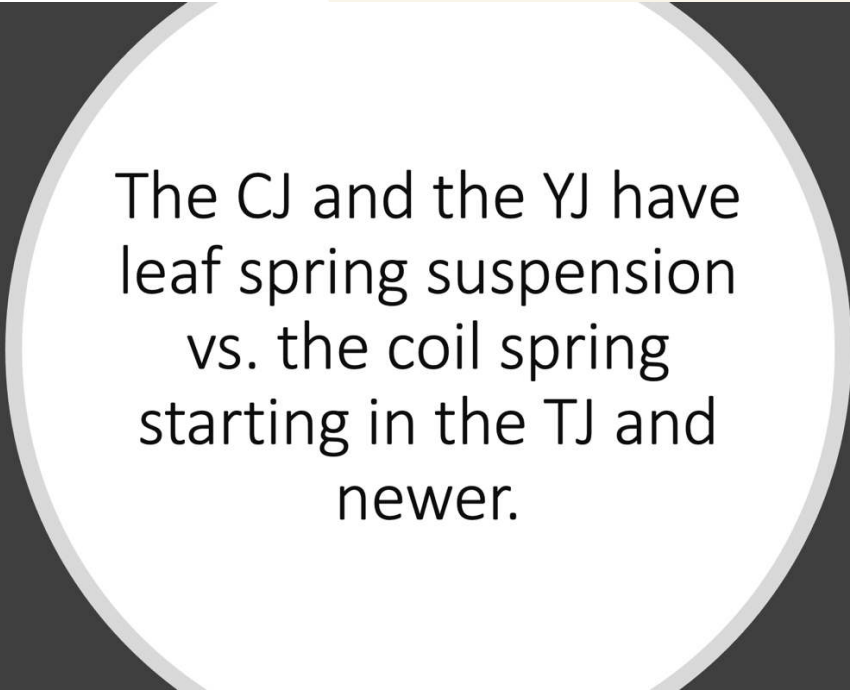
With fender trimming/aftermarket = 30" tire

2" lift = 30's or 31's with fender upgrades

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4" Lift = 32's or 34's with fender upgrades

6" lift = 34's or a 35's with fender upgrades



The CJ and the YJ have
leaf spring suspension
vs. the coil spring
starting in the TJ and
newer.

The TJ/LJ Generation;

Stock height = 28", 29", 30"

With fender trimming/aftermarket = 31" tires

2" lift = 31's or 32's with fender upgrades

4" Lift = 32's or 34's with fender upgrades

6" lift = 34's or a 35's with fender upgrades

The JK/JKU Generation;

Stock height = 30" tire

With fender trimming/aftermarket = 33's (or 1" or 1.5" leveling kit.)

2" – 2.5" lift = 33's or 35's with fender upgrades

3" – 3.5" Lift = 35's or 37's with fender upgrades and wheel offsets

4" - 4.5" Lift = 37's or 39's with fender upgrades and wheel upgrades and correct offsets

6" lift = 39's or a 40's with fender upgrades and wheel upgrades.

The JL/JLU Generation:

Stock height = 33's

1-2" lift = 35's (The JL/JLU Rubicon comes factory with a lift)

2.5" – 3.75" lift = 37's's

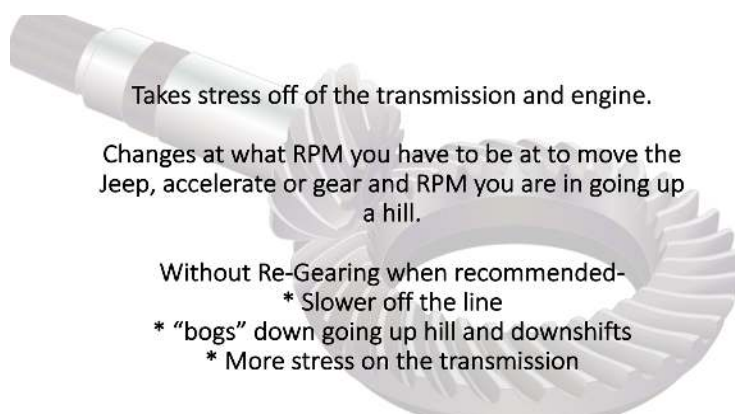
You can get the Xtreme Recon Package directly from Jeep. You get a 35" tire, gears, and lift directly from the factory.

Can you stick a bigger tire on your Jeep? You can. You will have interference when turning sharp or while off-road.



Question Three: Do I Have To Re-Gear My Jeep?

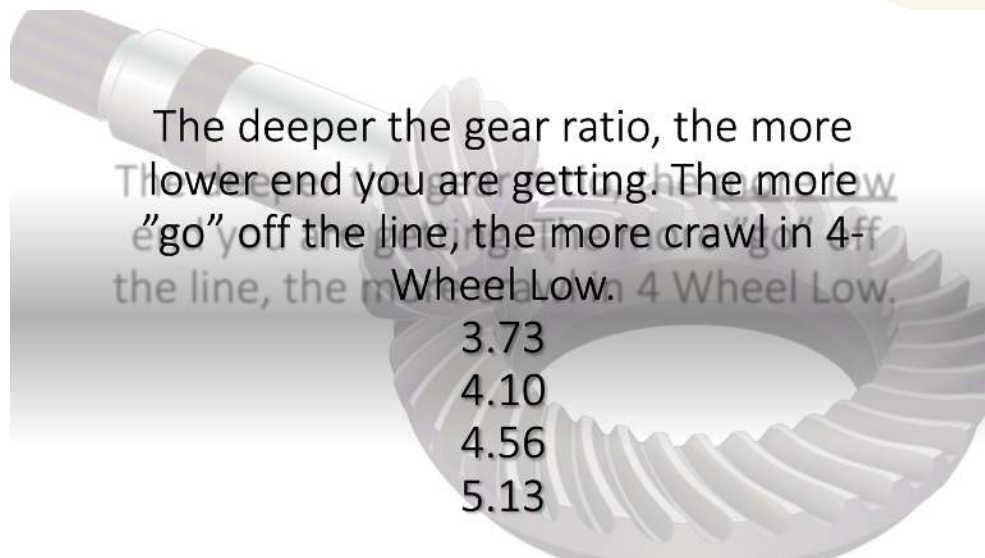
What does re-gearing do in a nutshell? Re-gearing in a nutshell takes the stress off the transmission and engine. It's going to change what RPMs you must be at, to move the Jeep. The gear and RPM you need to be in for acceleration, when going up a hill, or when you're going off the line, is what re-gearing changed.



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Without re-gearing when it's recommended, you're going to notice that you are slower off the line. If you're at a complete stop at a red light, you're going to notice it takes longer to get the Jeep going. You're going to notice it bogs down going up a hill. It feels like it's losing power. It doesn't have enough power to make it up the hill, and you might notice it downshifts and upshifts, and downshifts and upshifts because it can't find where it needs to be. Without re-gearing, you are putting more stress on the transmission of your Jeep to move the mass and the weight of the bigger tire.

What do the gear ratio numbers mean?

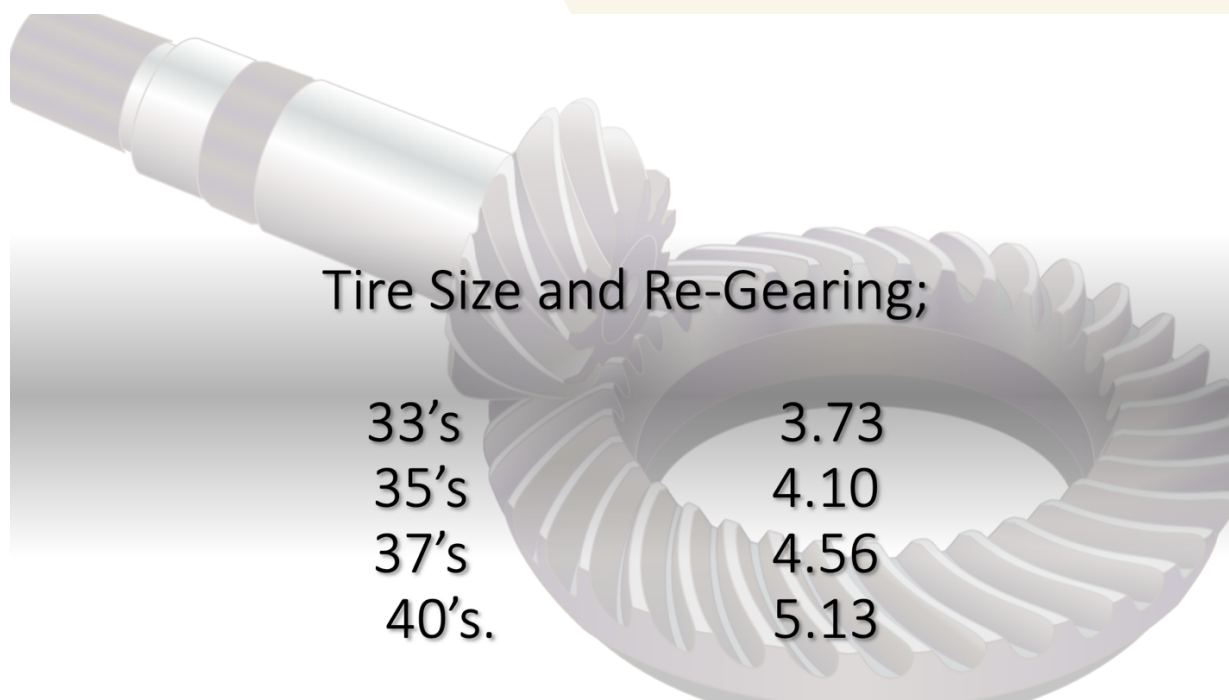


The deeper the gear ratio, the bigger the number, and the more low-end you are getting. The more "low end" you have the faster you are off the line, or the more acceleration you have in 2 Wheel Drive. In 4-wheel drive, you have more "crawl" or lower crawl. You will notice that your top speed is going to decrease the deeper the gear gets.

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Re-gearing to the correct gear ratio is going to help both on-road and off-road with your Jeep.

You want to help your transmission and motor as much as possible. Having the correct gear set for the tire size is one big way to do so!



The tire size and gearing go hand in hand. This is a minimum requirement. If you are going to spend the money to re-gear do not re-gear to the minimum requirement! Go one gear ratio deeper (or larger number). This chart shows the absolute minimum gear to have in your Jeep when you go to the new tire size. If you have stock 3.73 gears in your Jeep, you can put a 33" tire on without re-gearing. If you have a stock 4.10 gear, you can put a 35" tire on without re-gearing.

With that said, if you plan to have 35" tires, pay to re-gear to a 4.56. If you are going to have 37" tires, pay to re-gear to a 4.88.

You want your Jeep to be happy and maintain long-term with the tire and gear set.



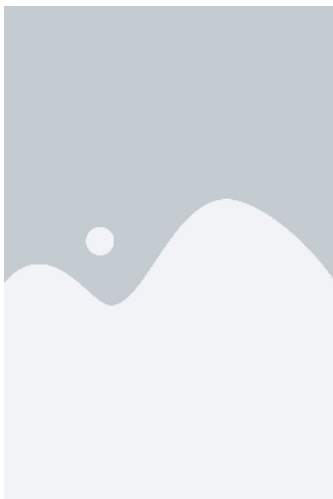
The breakdown of The 3 Questions Every Jeep Owner Has Asked, is a place to get you started. There is a lot that goes into breaking down your Jeep build.

This section is a place to get you started, thinking, and understanding how to move forward in the best way possible with your Jeep build.

Take your time, put together each step, and plan your perfect build plan for you and your Jeep!

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