CURRECTLYNC®

HEAVY DUTY STEERING

JK-9704 JEEP JK WRANGLER & UNLIMITED CURRECTLYNC® STEERING SYSTEM INSTALLATION INSTRUCTIONS & TECHNICAL MANUAL

ROCK JOCK® BY JOHN CURRIE

Thank you for purchasing our Currectlync® heavy duty steering components for your Jeep JK Wrangler! All components very simply install with basic hand tools. Tie Rod includes Steering Stabilizer Bracket Kit.

Kit Includes

(1) JK-9704DL-1	Drag Link End (at Pitman Arm)	(1) JK-9704TR-2	Passenger's Side Tie Rod End
(1) JK-9704DL-2T	Drag Link End, "T" Shaped, Long	(1) JK-9704TR-3	Tie Rod Tube
(1) JK-9704DL-3	Drag Link Adjuster Sleeve	(1) JK-9704TR-4	Tie Rod Adjuster
(1) JK-9704DL-4	Drag Link Adjuster Clamp	(1) JK-9704TR-5	Tie Rod Adjuster Clamp
(1) JK-9704TR-1	Driver's Side Tie Rod End	(1) JK-9704TR-6	Tie Rod End Jam Nut
(1) RJ-401001-101	Steering Stabilizer Shock Bracket Kit	(4) CE-98338A190	Cotter Pin (1/8" x 1 1/4")

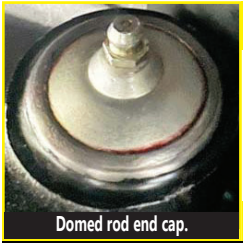
Tools Required

Basic SAE and Metric Hand Tools | Metric Allen Wrench Set | Shorty Sledge Hammer | Pickle Fork | Needle Nose Pliers

JK-9704DL-T Drag Link

RJ-401001-101 Steering Stabilizer Shock Mounting Bracket Kit. (Included with JK-9704TR)

JK-9704TR Tie Rod



Domed rod end cap.

BE ADVISED:

Before the installation of this kit, you'll need to understand the lubrication situation of this product. Rod ends can be damaged by attempting to force grease into them. You **NEVER** want to use a power grease gun on these rod ends. Only use a hand pump (low pressure) grease gun, so that you can feel if the rod ends are taking grease. Attempting to force grease in will pop the back cap on the rod end out, doming the cap, and destroying the rod end. Damage caused to rod ends by forcing grease in or using a power grease gun is NOT covered under warranty! Use only non-synthetic, high moly lube grease, such as our **CE-9013G**.

Step 1

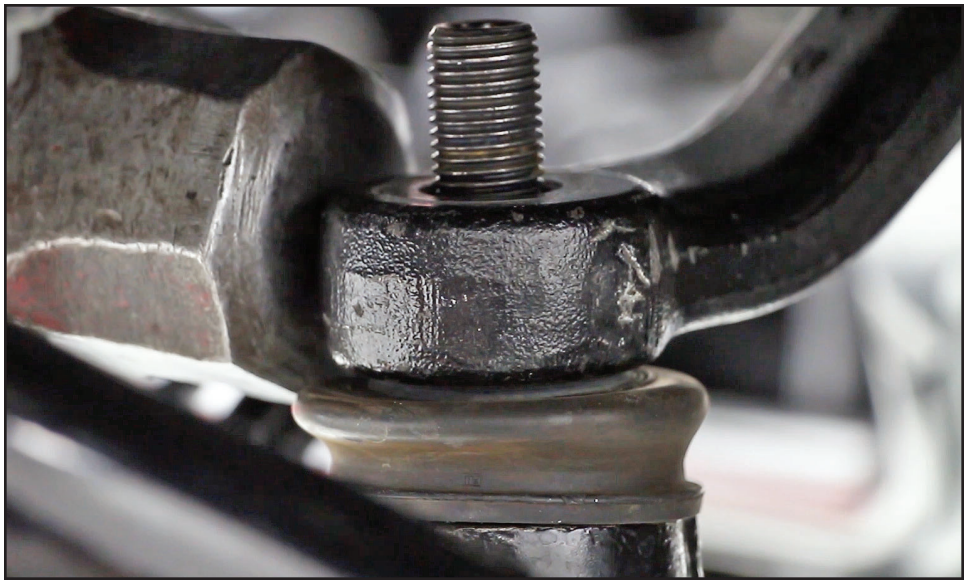
We'll start the new Currectlync Steering installation by removing the stock steering stablizier from the back of the stock tie rod.
Simply remove it's nut and pull it off of the stud.

Step 2

Remove all 4 of the stock tie rod end nuts with an allen wrench and an open end wrench as shown.

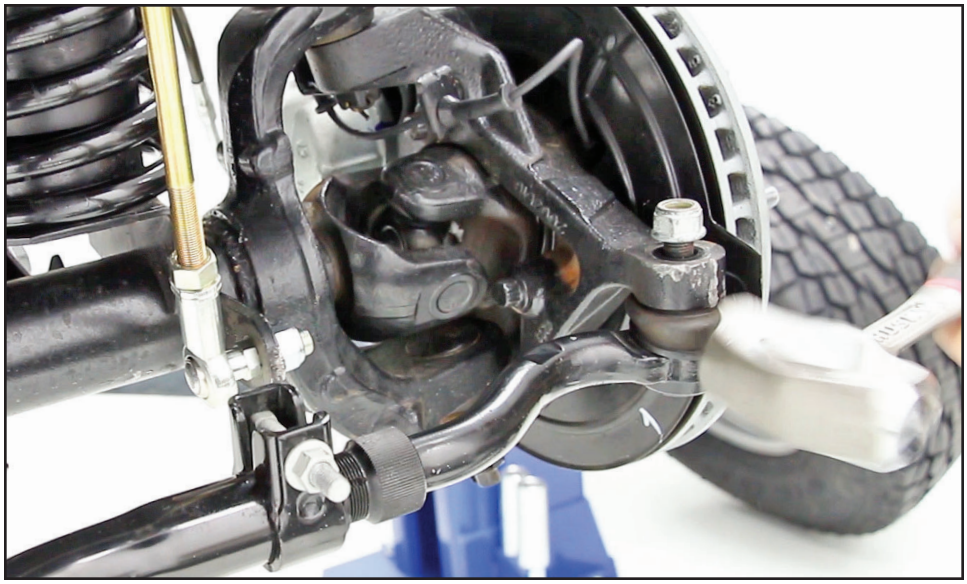
Step 3

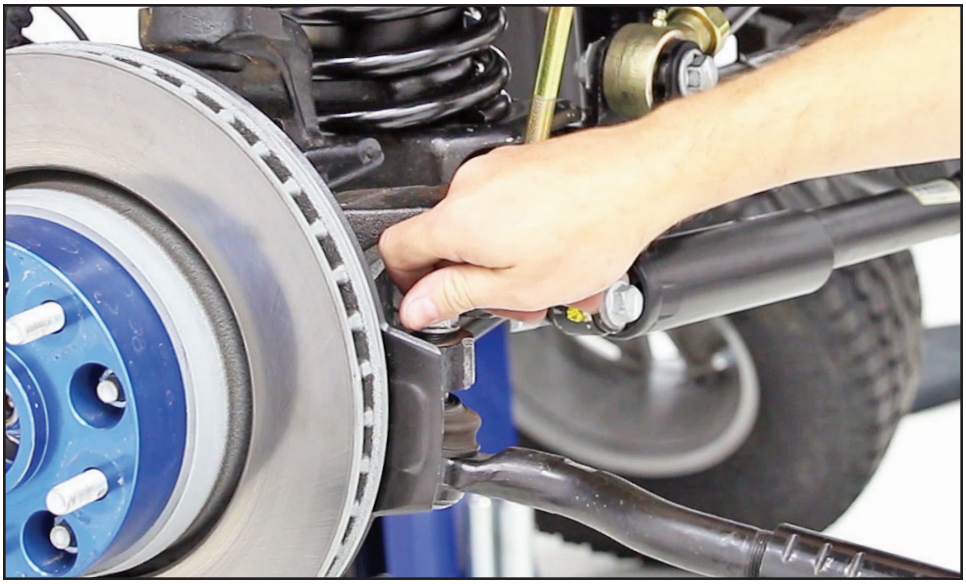
Using a pickle fork and a sledge hammer, separate the drag link rod ends at pitman arm and the passenger's side knuckle and remove the drag link from the vehicle.



Step 4

Free the tie rod ends from the steering knuckles with a pickle fork, or, we find that just smacking the front of the knuckle with the sledge hammer will jar the rod end loose.





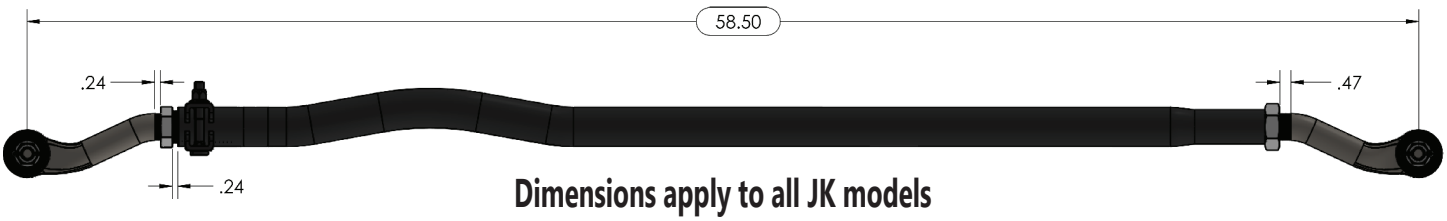
Step 5

Once the tie rod ends are broken loose, remove the old tie rod from the vehicle.

TECH TIP

See the guide below for tie rod adjustment measurements for the new tie rod. Pre-adjust the passenger's side of the tie rod to the dimensions illustrated below (RH side shown below) before installing the unit into the vehicle. After installation, do the rest of your adjustments with the double adjuster on the driver's side. Your final adjustments should be very close to what is illustrated below.

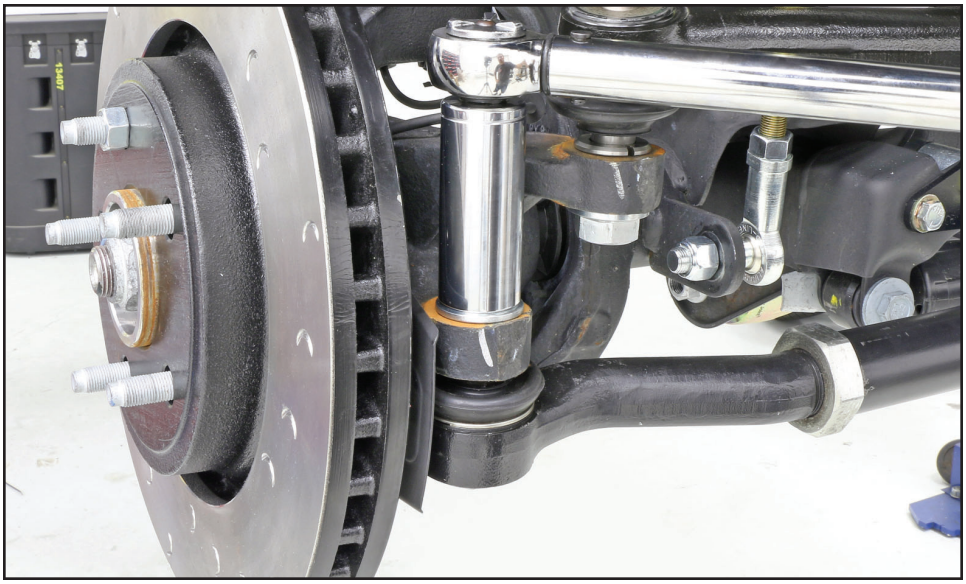
Do not install the unit and then use a pipe wrench, etc. to adjust the tie rod's length - we <u>will not</u> warranty damage to the tie rod's finish!
If you have trouble adjusting the passenger's side end, wrap the tie rod in cardboard, etc. and put the unit in a vice!



Dimensions apply to all JK models

Step 6

Install both the new tie rod and drag link using the new, supplied nuts.



Step 7

Torque all 4 of the new nuts to 80 foot pounds.

Step 10

Install all of the supplied cotter pins as shown.

Step 11

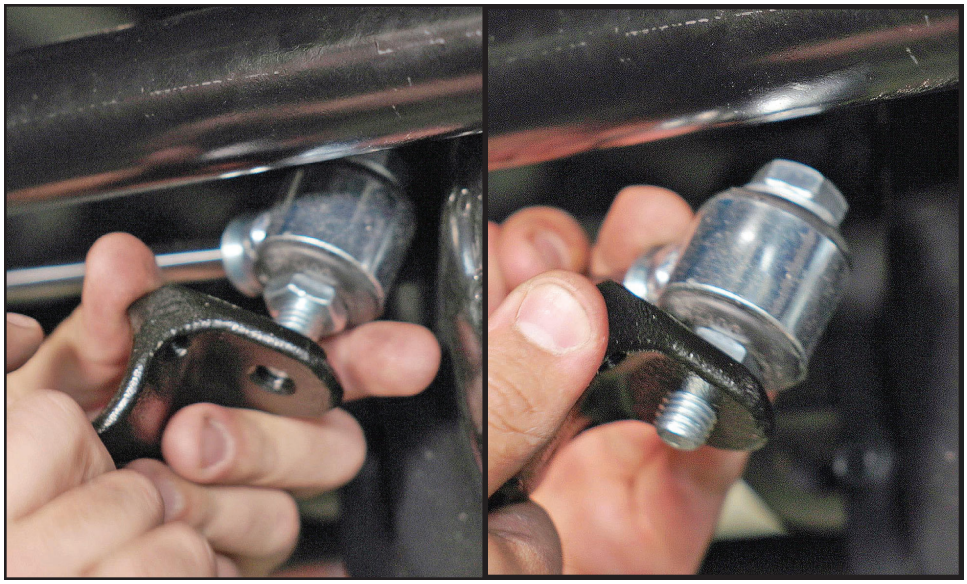
Moving to the tie rod end of the shock, we'lll start the shock forged shock bracket installation. The 12mm bolt in this kit is designed to be adaptable to many different shock ends. In our application, a Bilstein shock, we have installed the bolt and jam nut as shown.

Step 12

Next, determine which orientation of the bracket will be best for all clearance scenarios for your application.
The photo to the left illustrates our decision for our application.

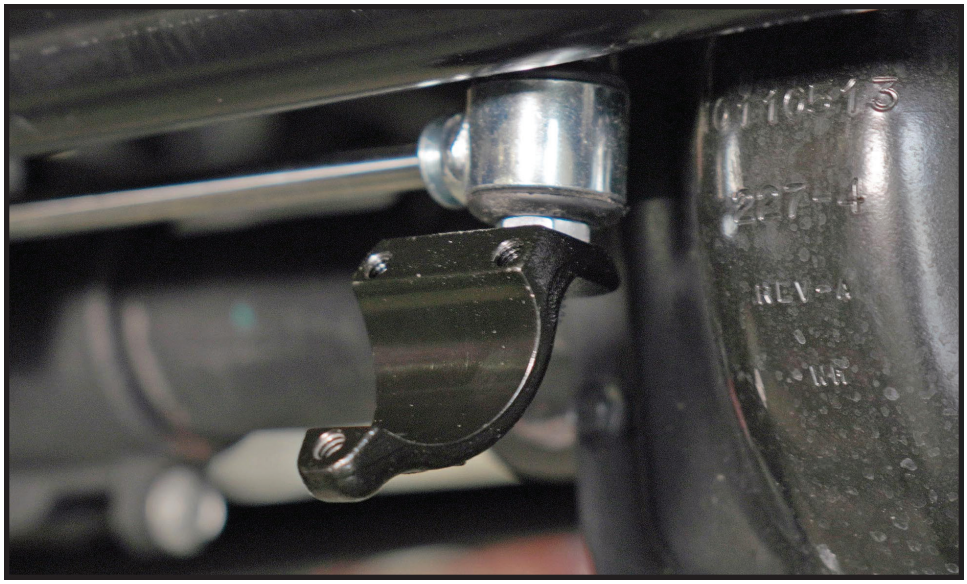
Step 13

Once you've determined optimal orientation, go ahead and thread the bracket onto the the bolt as shown.
No need to tighten the jam nut yet until fitment is confirmed.



Step 14

Our application has our shock on top of the bracket, and we've positioned the bracket for intall onto the tie rod tube.

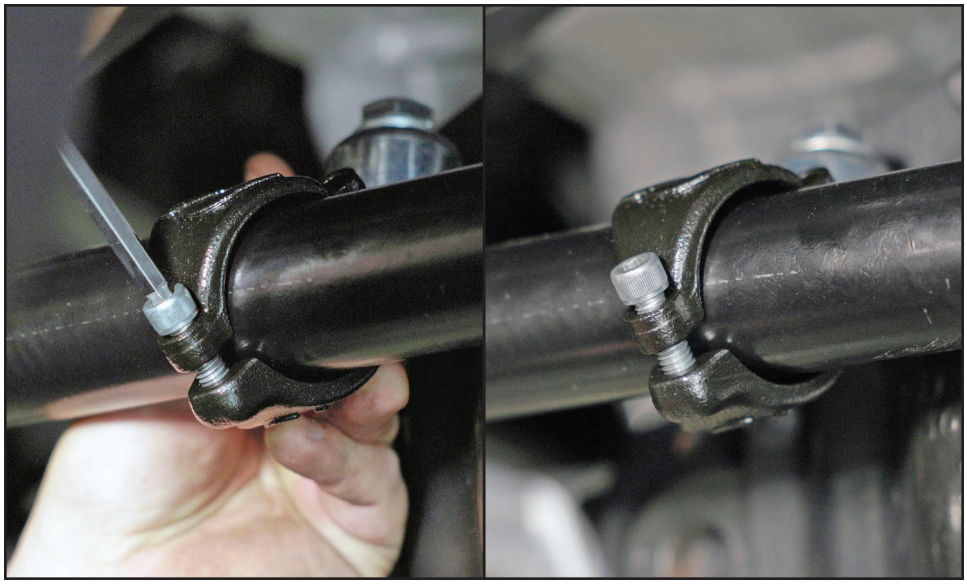


Step 15

Next, turn your wheels to left to the lock and have someone hold the steering wheel there. Upon fitting the bracket to the tie rod, you'll have to adjust the shock length (by pushing it in) to ensure the end of the shock and the the bracket can never come into contact with the differential cover.

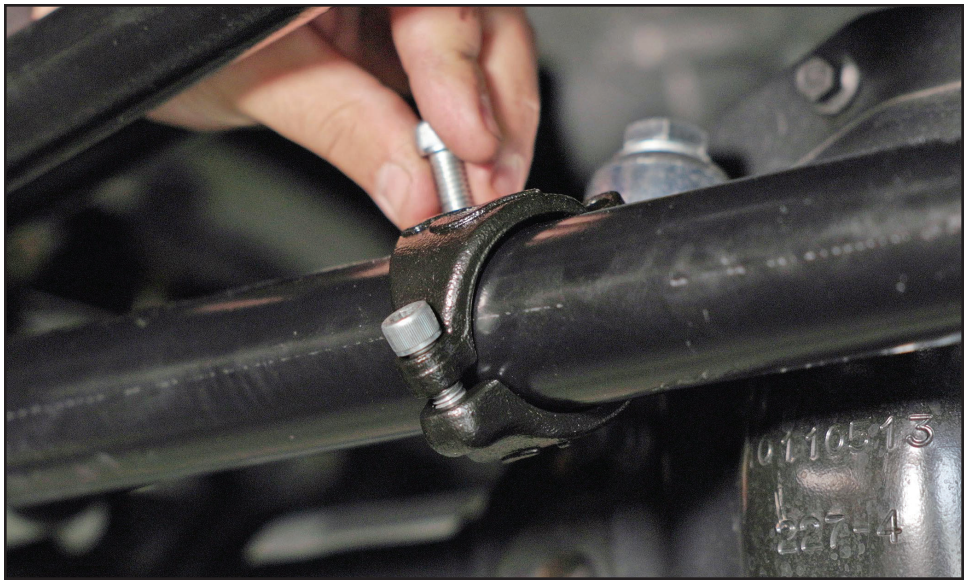
Step 16

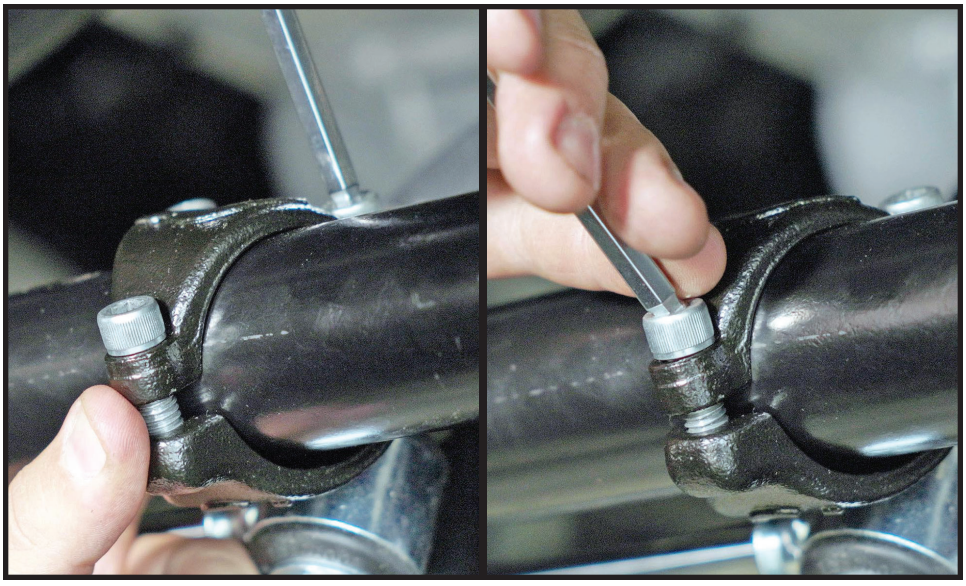
Once you are satisfied with the shock length and diff cover clearance, go ahead and drop the outer half of the bracket on and start the lower 5/16" allen bolt to hold everything in place.



Step 17

Follow up by starting the 2 upper 5/16" allen bolts into their threads.





Step 18

Next, with all 3 bolts started, you can go back and start running the bolts down.
Snug them up, but do not go fully tight.

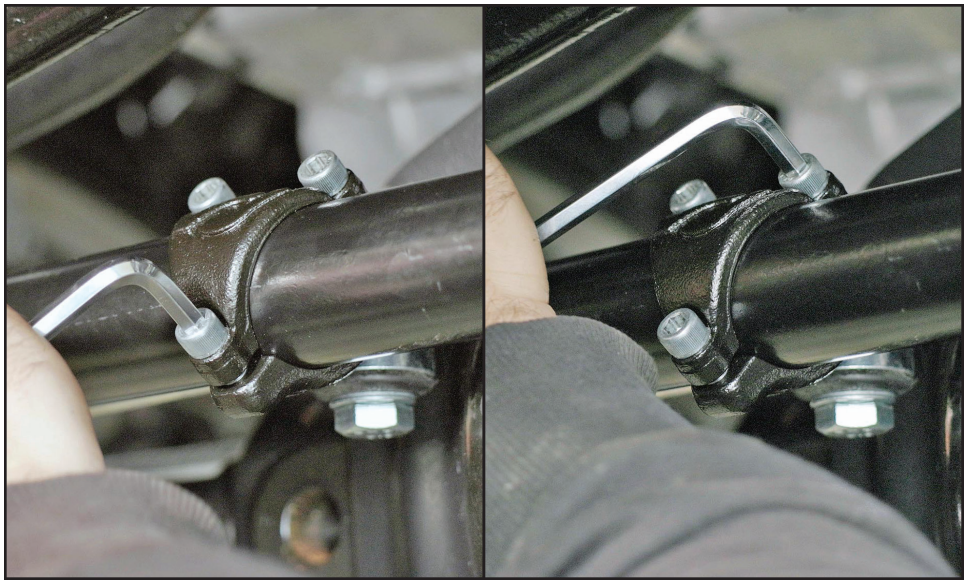
Step 19

With everything snugged up and in place, now is when you go back and tripple check all of your clearances.
Check the head of the shock to the diff cover clearance, the bracket to diff cover clearance, and cycle the steering left to right to check clearance to all of the other components under the front of the vehicle.

Step 20

Once you are completely satisfied with fitment and clearances, you may final tighten the 3 clamp bolts. Tighten them in a circle and pull them down evenly, like you would if you were torquing a wheel down. You want the 2 clamp halves to pull together evenly.
Torque these bolts to 24 ft. lbs.

IMPORTANT: don't forget to tighten the shock bolt jam nut!
Torque this nut to 85 ft. lbs.

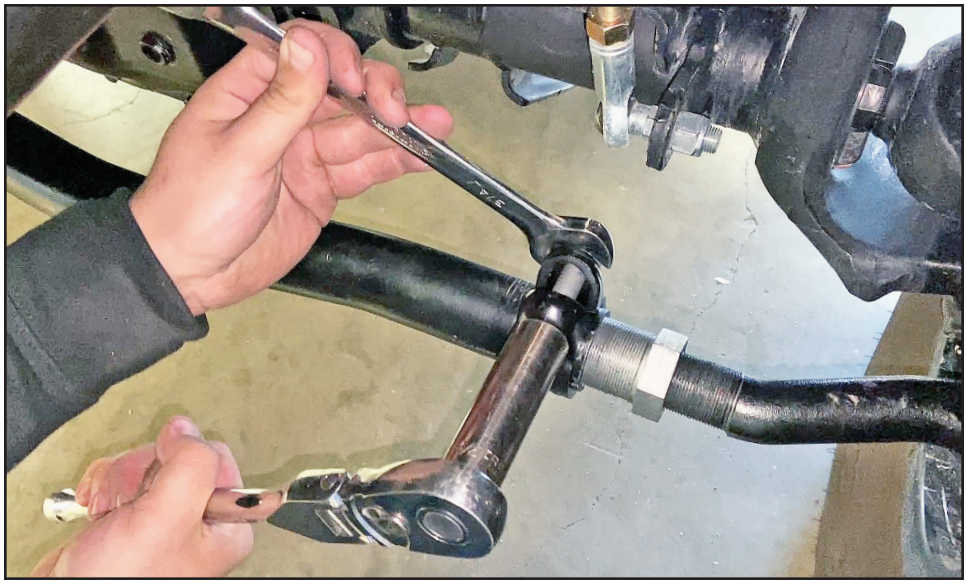


Step 21

Obviously, after the install of this kit, you'll want to take your vehicle immediately to an alignment shop. However, you can double check how close you are by measuring from tire bulge to tire bulge on the tires (on the front of the tires, and then to the back of the tires).
For initial setting, so that you can safely drive to an alignment shop, you should try to get these dimensions to be equal.

Step 22

Final adjustments can be made by adjusting the double adjuster with a 1 1/2" wrench.
Once you are happy with the tie rod settings, go ahead and lock the tie rod adjuster clamp down with a 18mm socket and a 19mm wrench and torque to 35 ft. lbs.



Step 23

Don't forget to tighten the jam nut at the passenger's side wheel!

Lastly, go back and grease all 4 of the rod end grease zerk fittings with a regular, non-synthetic high moly lube grease.

Step 24

You are now to a place where you can safely move the vehicle. You'll now want to check that your steering wheel is centered when the wheels are straight. This is critical to several electronic functions of new vehicles.

Step 25

If you find the steering wheel to be off, set the tires straight and, with the steering wheel unlocked, use the adjuster at the pitman arm and adjust it until the steering wheel is straight.

You will most likely have to adjust, move the vehicle around, recheck and readjust.

Again, all of this is initial settings. Your alignment shop will get everything perfect for you.

Once you are satisfied with a close initial setting, tighten the 2 adjuster bolts with an 19mm socket and a 19mm wrench and torque to 60 ft. lbs.

TECH TIP

After the new drag link is installed and you have have put some miles on it, if you notice tight clearances between the tie rod and drag link you may rotate the drag link end at the pitman arm and clock it so that the drag link is forced to stay tipped forward.

In the application (shown in the diagram to the right) of a vehicle with the stock front axle and stock pitman arm, with the vehicle sitting at ride height, the rod end at the pitman arm, after alignment, may be rolled forward, as shown, before the clamp bolts are torqued down.

In executing this process, ensure the rod ends at the knuckles remain positioned roughly neutral at ride height.

Torque the adjuster clamp bolts to 60 ft. lbs.