

CURRECTLYNC®

HEAVY DUTY STEERING

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



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) JK-9703SB	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-9703SB Steering Stabilizer Shock Mounting Bracket Kit. (Included with JK-9704TR)

JK-9704DL-T Drag Link

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.



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Step 1

We'll start the new Correctlync Steering installation by removing the stock steering stabilizer 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.

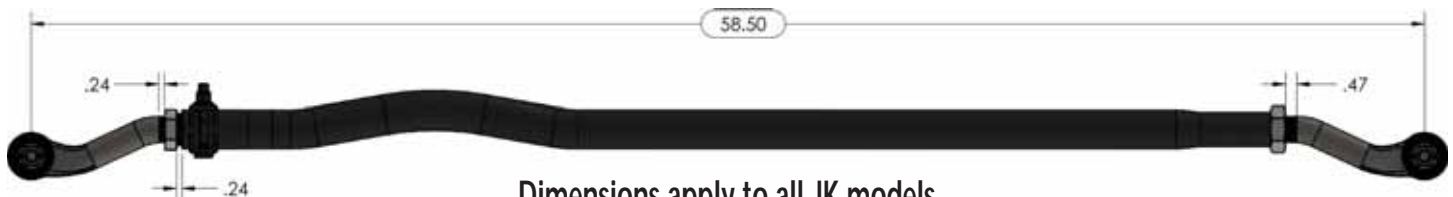


TECH TIP



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 will not 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.



TECH TIP



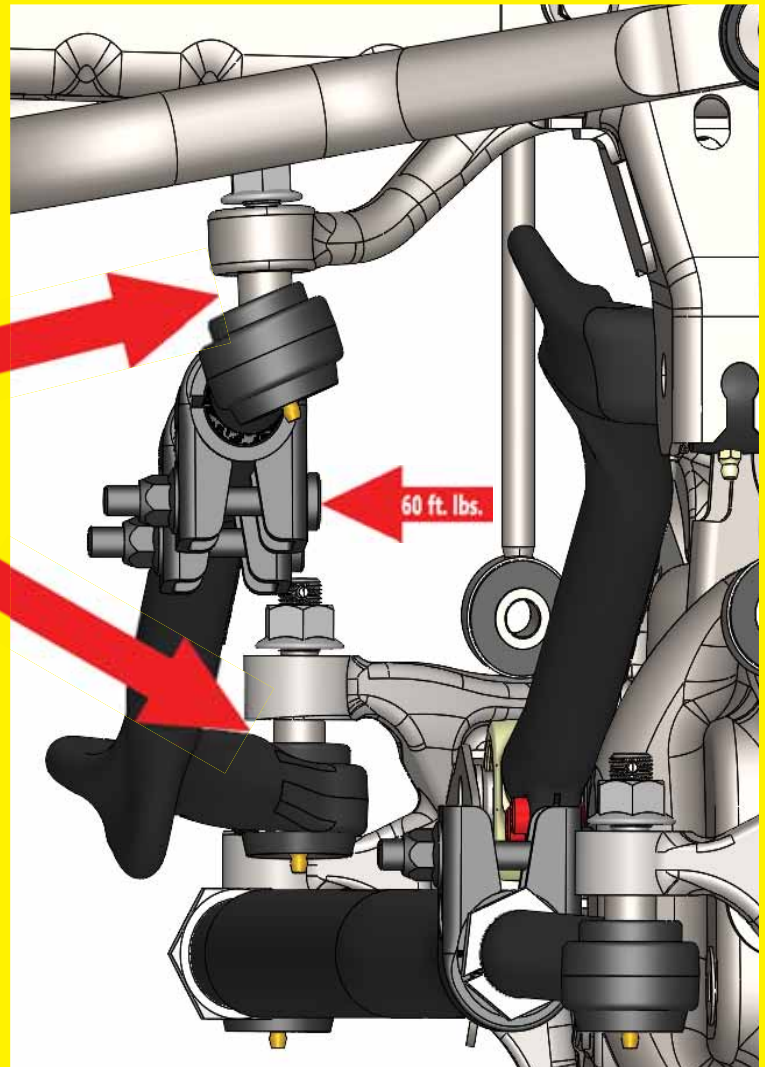
IMPORTANT!!!

When installing the new drag link, it is imperative that you clock it properly for clearance. After the unit is adjusted at the alignment shop, the technician must follow these instructions.

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, must be rolled forward, as shown, before the clamp bolts are torqued down.

Additionally, the rod end at the knuckle must be positioned roughly neutral at ride height.

Torque the adjuster clamp bolts to 60 ft. lbs.



Step 7

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



Step 8

Assemble the new, supplied steering stabilizer bracket kit onto the tie rod as shown.



Step 10

Install all of the supplied cotter pins as shown.



Step 11

Lock the tie rod jam nuts down with an open end wrench, or, a big Crescent wrench.

Step 12

An alignment shop can use the double adjuster at the driver's side of the tie rod and the pitman arm end of the drag link to center your steering wheel and realign your steering.

