

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

JK-9704DL-1	Drag Link End	JK-9704TR-2	Passenger's Side Tie Rod End
JK-9704DL-2	Standard Drag Link Bar	JK-9704TR-3	Tie Rod Tube
JK-9704DL-3	Drag Link Adjuster Sleeve	JK-9704TR-4	Tie Rod Adjuster
JK-9704DL-4	Drag Link Adjuster Clamp	JK-9704TR-5	Tie Rod Adjuster Clamp
JK-9704TR-1	Driver's Side Tie Rod End	JK-9704TR-6	Tie Rod End Jam Nut
JK-9703SB	Steering Stabilizer Shock Bracket Kit		

Tools Required

Basic SAE and Metric Hand Tools

Metric Allen Wrench Set

Shorty Sledge Hammer

Pickle Fork

Needle Nose Pliers



JK-9704TR Tie Rod

JK-9704DL Drag Link

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

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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.



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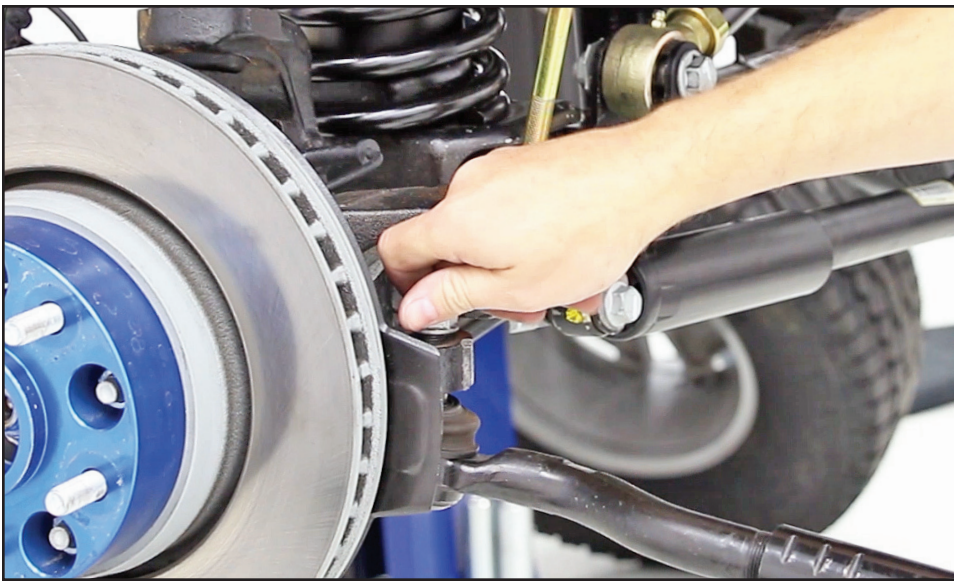
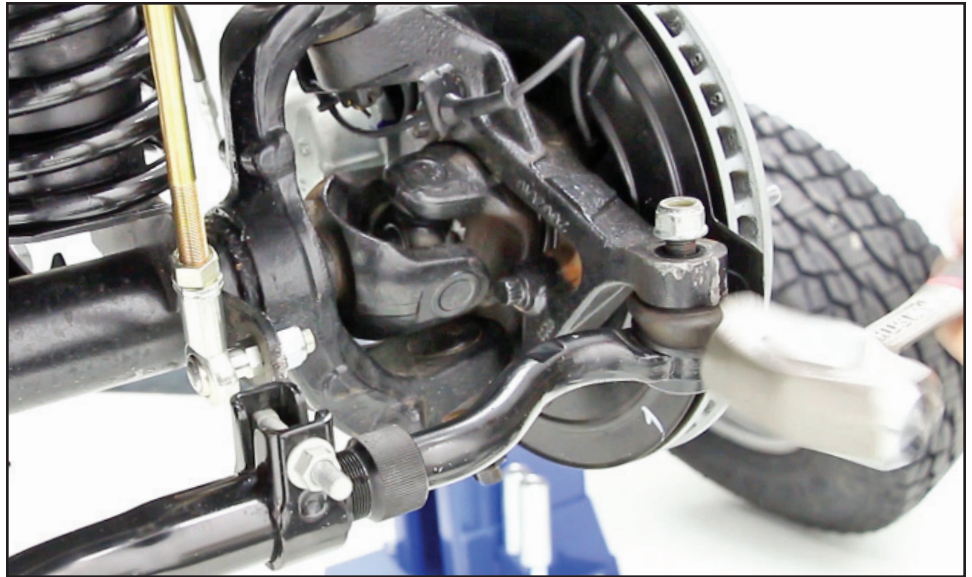
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Step 4

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.

Step 6

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



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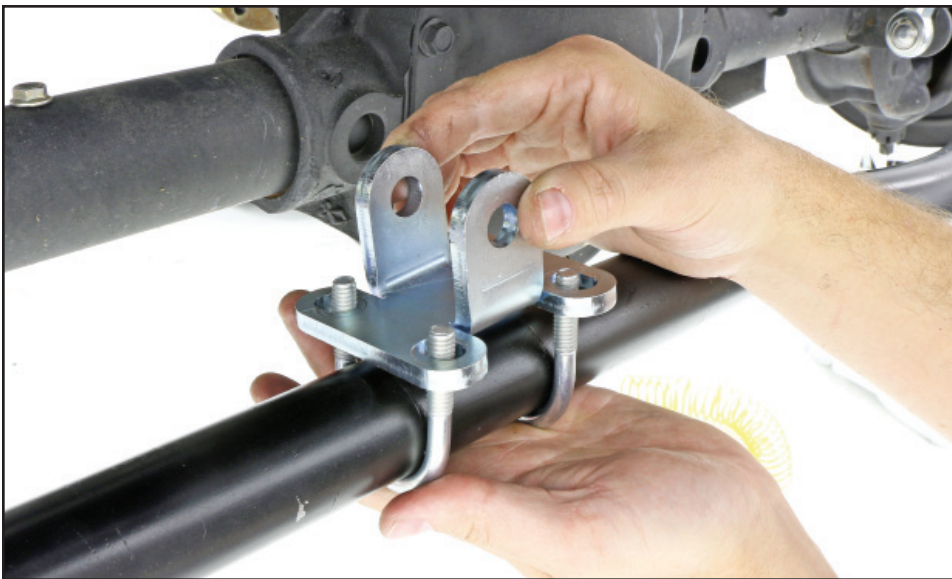
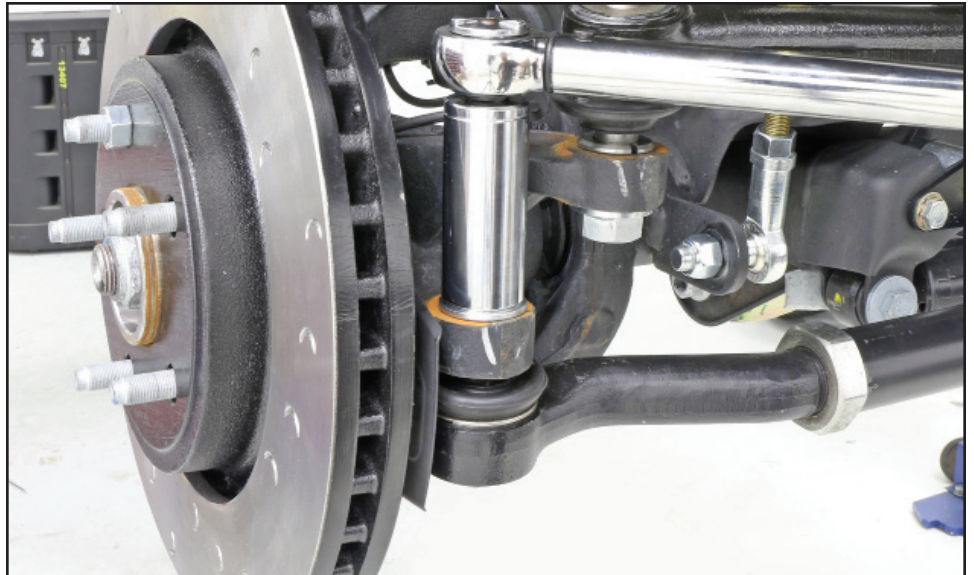
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Step 7

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 9

Reinstall the end of the factory shock into the bracket. To adjust the shock properly, turn the wheels all the way to the right to the lock and hold them there. Completely compress the stabilizer shock, pull it back out 1/8" and then clamp it down onto the tie rod. Torque the u-bolt nuts to 25 ft. lbs.



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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.



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