

# CURRENTLYNC®

## HEAVY DUTY STEERING

### JK-9704P JEEP JK WRANGLER & UNLIMITED CURRENTLYNC® STEERING SYSTEM INSTALLATION INSTRUCTIONS & TECHNICAL MANUAL



Thank you for purchasing our Currentlynyc® 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-1	Driver's Side Tie Rod End
JK-9704DL-R	Reversed Drag Link Bar	JK-9704TR-2	Passenger's Side Tie Rod End
JK-9704DL-3	Drag Link Adjuster Sleeve	JK-9704TR-3	Tie Rod Tube
JK-9704DL-4	Drag Link Adjuster Clamp	JK-9704TR-4	Tie Rod Adjuster
JK-9704RDLB	Reversed Drag Link Tapered Sleeve	JK-9704TR-5	Tie Rod Adjuster Clamp
JK-9703SB	Steering Stabilizer Shock Bracket Kit	JK-9704TR-6	Tie Rod End Jam Nut

#### Tools Required

Basic SAE and Metric Hand Tools    Metric Allen Wrench Set    Shorty Sledge Hammer    Pickle Fork    Needle Nose Pliers    Drill    7/8" Drill Bit.



JK-9704TR Tie Rod

JK-9704RDL Reversed Configuration Drag Link w/ Tapered Sleeve

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

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Corona, Ca. 92878  
(714) 367-1580

### 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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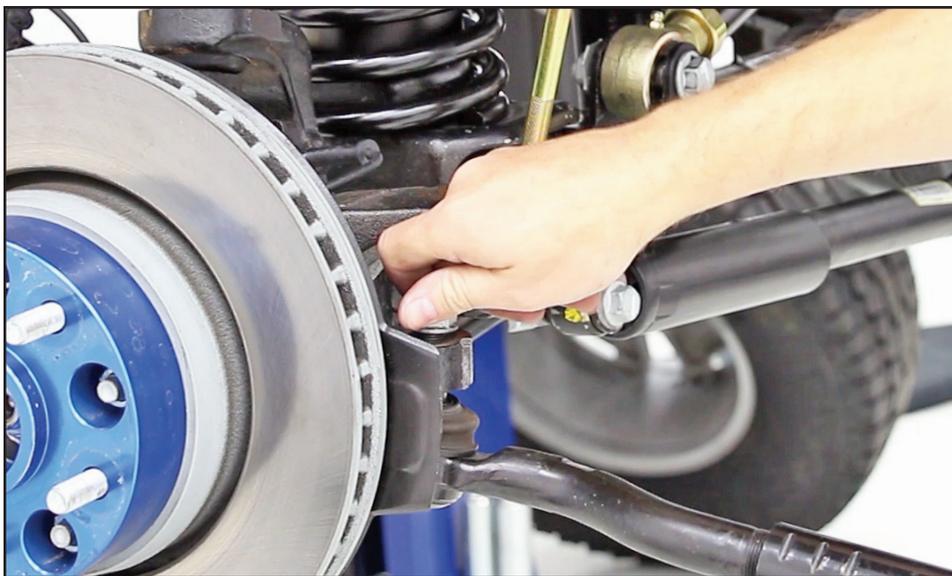
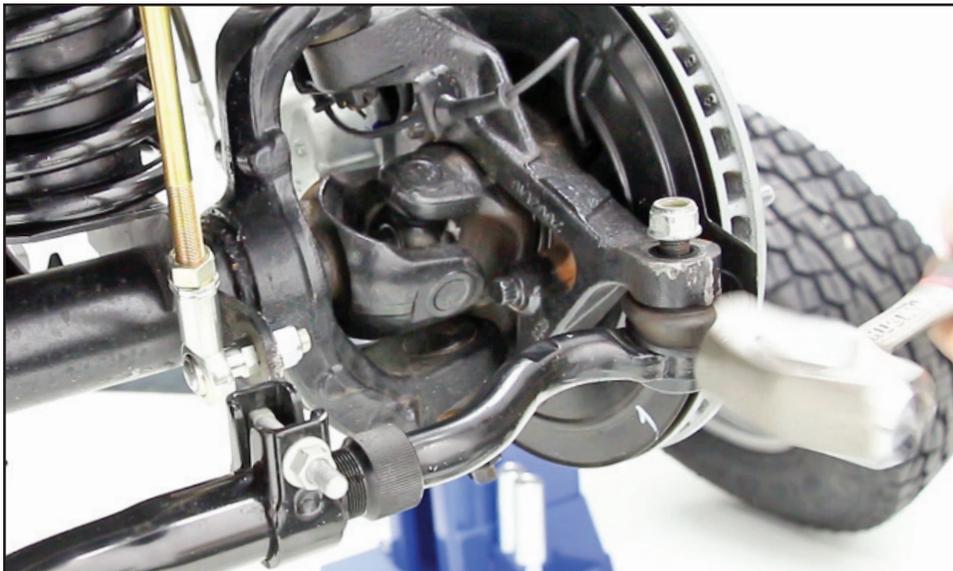
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#### Step 4

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

Next, for installation of the reversed drag link, you'll need to drill out the hole in the upper steering arms on the passenger's side knuckle with a 7/8" drill bit.



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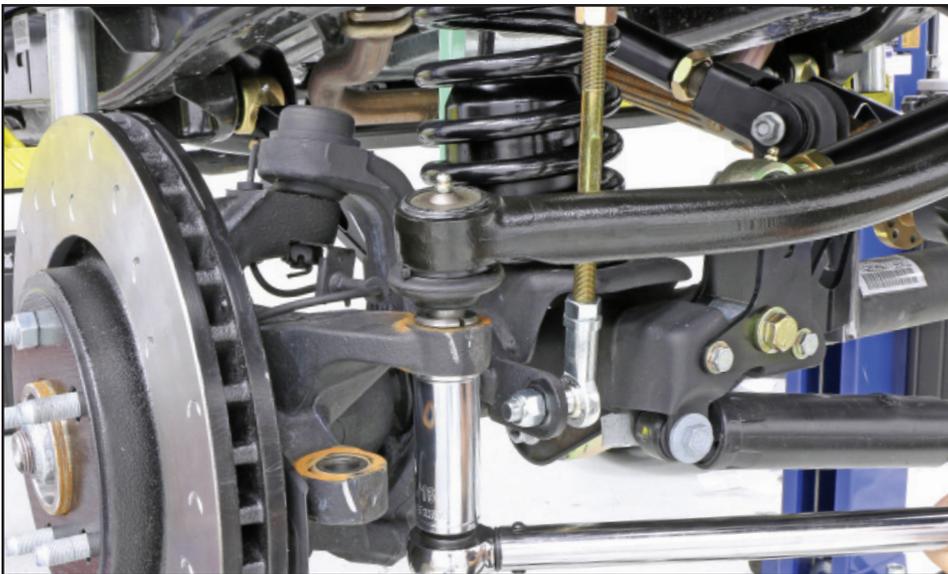
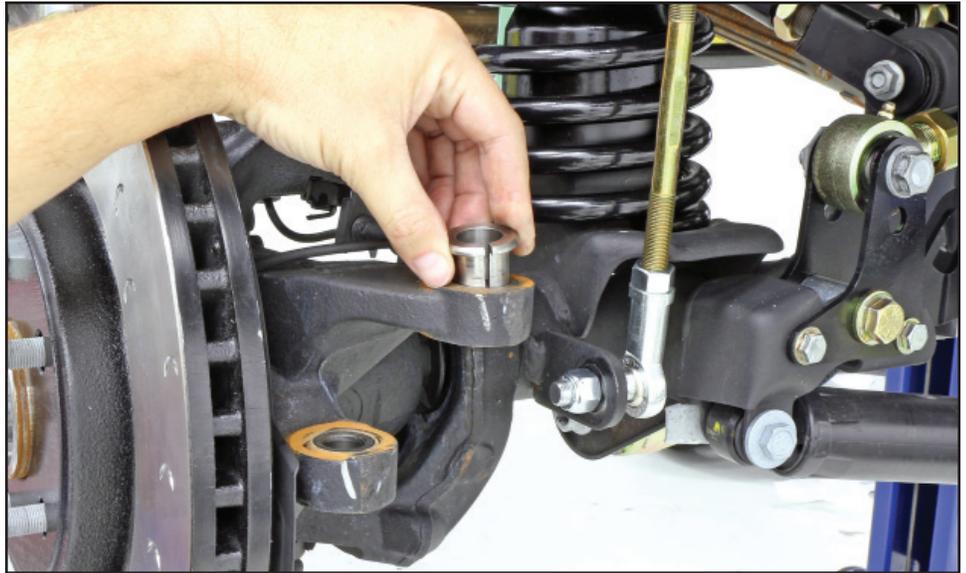
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### Step 7

Drop the supplied tapered sleeve into your newly drilled hole from the top of the steering arm.



### Step 8

Install the pitman arm end of the new drag link in the same fashion in which it came out. Install the new, reversed end of the new drag link into the tapered sleeve, as shown. Torque both of the new nuts to 80 foot pounds.

### Step 9

Now you may install the new tie rod using the supplied nuts.



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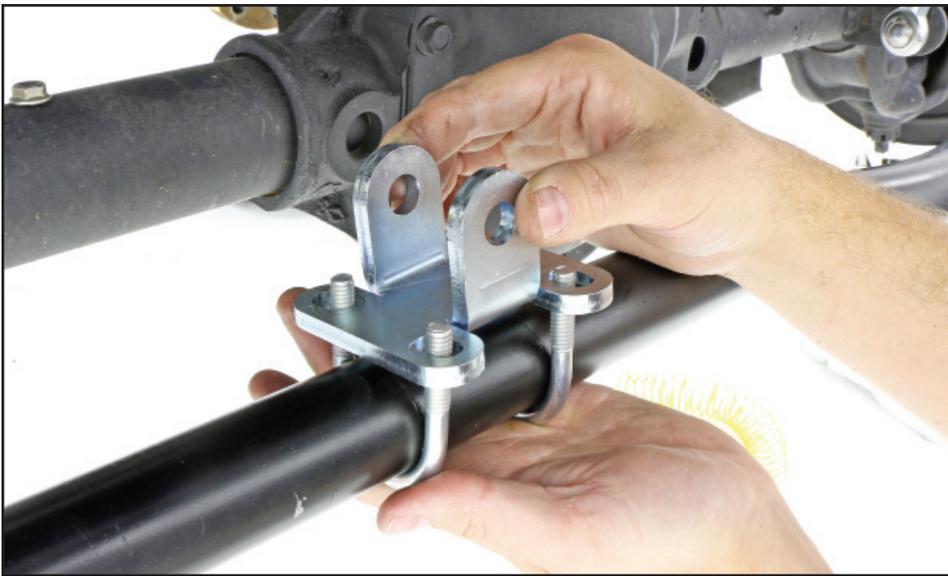
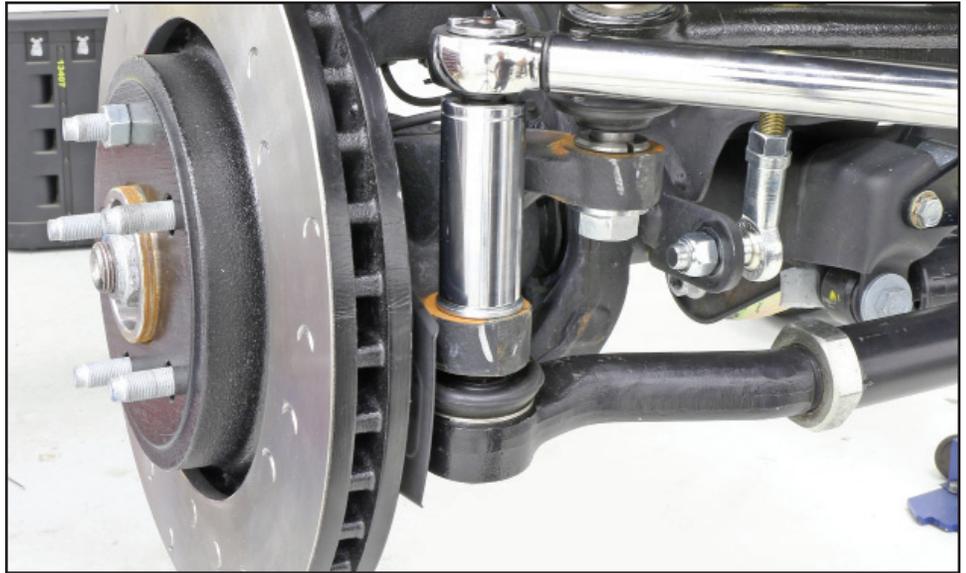
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## Step 10

Torque the tie rod nuts to 80 foot pounds.



## Step 11

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

## Step 12

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 shock bolt to 35 foot pounds and the u-bolt nuts to 25 foot pounds.



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### Step 13

Install all of the supplied cotter pins as shown.



### Step 14

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

### Step 15

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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