CE-9701 JEEP TJ/LJ/XJ/MJ/ZJ CURRECTLYNC® STEERING SYSTEM INSTALLATION INSTRUCTIONS & TECHNICAL MANUAL

Thank you for purchasing our Currectlync® Heavy Duty Steering System for your Jeep TJ, LJ, XJ, MJ or ZJ vehicle! All components very simply install with basic hand tools. Steering Stabilizer Bracket Kit included.

Application

Designed for use on vehicles with 2" to 4" of lift and the factory installed Jeep pitman arm. DO NOT use a dropped pitman arm! For vehicles with 6" of lift, you will need a 2" dropped pitman arm. IMPORTANT: Not for use on vehicles with over 6" of lift. In all applications, the suspension down travel needs to be checked to make sure that the steering system is not limiting the suspension's down travel. Your tie rod ends should never be your down travel stop! If any of them are - do not use this system! if the system is used on a vehicle that uses the steering system as the down travel stop, all warranty on the unit is void. Note: regardless of lift amount, vehicles must have a minimum of a 2" of bump stop over stock to prevent rod ends from over-articulating!

Tools Required

Basic SAE and Metric Hand Tools	Shorty Sledge Hammer	Pickle Fork	Torque Wrench	Side Cutters	Scotchbrite

Kit Includes

CE-9701DLO	Drag Link End (Long)	CE-9701TRL Tie Rod End (Zerk on Side)
CE-9701DLR	Drag Link End (Pitman Arm)	CE-9701TRR Tie Rod End (Zerk on Cap)
CE-9701DLA	Drag Link Adjuster Sleeve (w/ Clamps)	CE-9701TRR Tie Rod Bar (w/ Clamps)
CE-9701SB	Steering Stabilizer Shock Bracket Kit	

BE ADVISED:

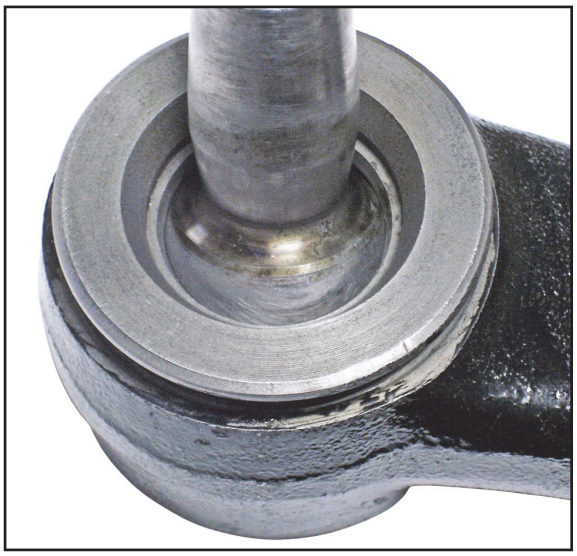
Before the installation of this kit, you'll need to understand the lubrication situation of this product. As you'll see in the photos below, there are machined grease passages in the pivot balls on the rod ends. When the unit is installed and the rod ends are neutral, the grease passage is closed and you will not be able to get the rod ends to take grease (grease will not pass from the zerk fitting side of the rod end to the tapered pin side of the rod end). Because of this,

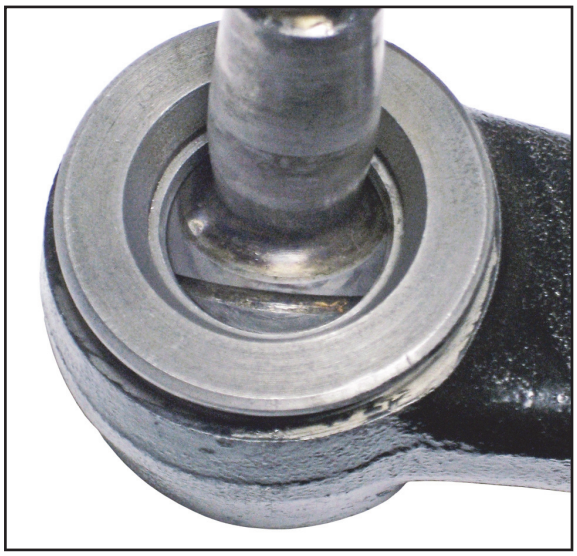
rod ends can be damaged by attempting to force grease into them. You NEVER want to use a power grease gun on these rod ends. Only use a hand pump (low pressure) grease gun, so that you can feel if the rod ends are taking grease. Attempting to force grease in will pop the back cap on the rod end out, destroying the rod end. Damage caused to rod ends by forcing grease in or using a power grease gun is NOT covered under warranty!

What can be done in advance to try to head this situation off is that, before the install of the components, you can rotate the pivot balls, as shown below, and position the grooves in ideal positions that will surely allow you to be able to get grease thru when installed, or at a minimum, put the groove in a position where twisting the tie rod or drag link will open the groove to allow grease to pass. Take for example the photo in Step 14 of this instruction sheet. You will notice that that rod end is at a completely neutral, straight up and down position. Now, looking at the photos below, you can deduce that, the rod end in Step 14, in that neutral position, would most likely not pass grease. However, if you were to steer that rod end pin so that the grease groove is to one side or the other (to the driver's or passenger's side of the rod end), you would then be able to articulate the suspension upward on the opposite side of the rod end that you positioned the groove, thus opening the groove when the rod end body tipped upon articulation, allowing it to pass grease. This is the same at the wheel ends. If you put the groove outboard, nearest the tire on each side, you should be able to articulate the suspension and allow grease to pass.

The above process may simply not work in every situataion. Your next course of action would be, with the components installed, to cycle and rotate the rod ends by turning the wheels to one side and attempt greasing again. If that doesn't work, try turning the wheels the other direction. You may also try twisting the tie rod and drag link bars, with and without the wheels turned. Again, articulating the suspension to move the rod end bodies on the pivot balls sometimes helps and/or is mandatory.

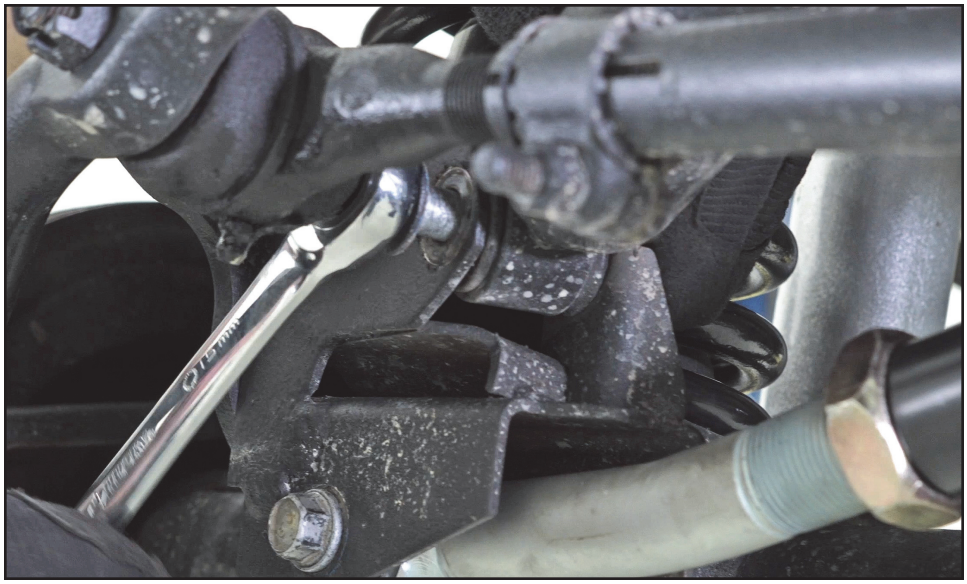
We use Chevron high-moly lube. Do not use a synthetic grease!





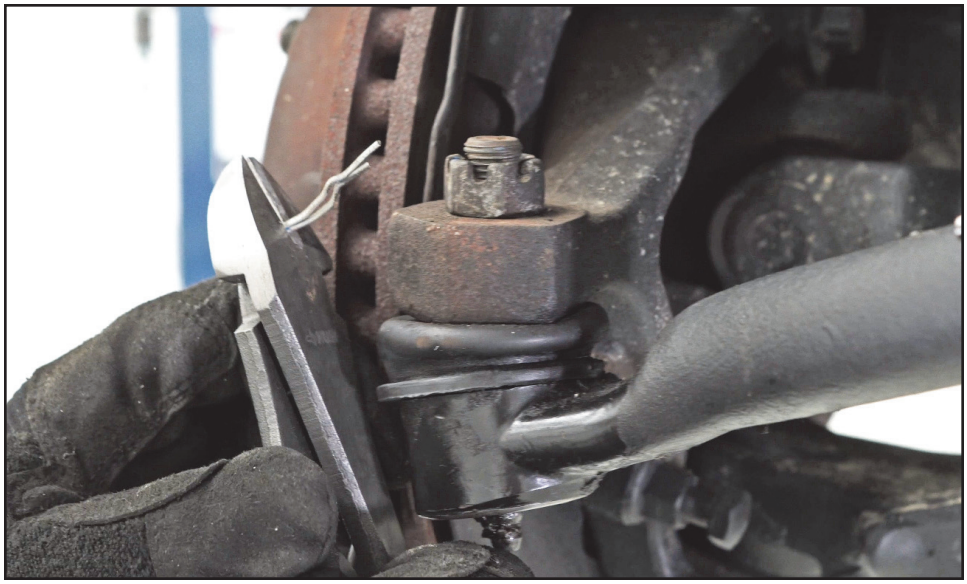
Step 1

We'll start the Currectlync Steering installation by removing the stock steering stablizer from the differential housing.
Simply remove it's bolt & nut and pull the stabilizer shock out of it's bracket. Retain the hardware for reuse.



Step 2

Remove the 2 cotter pins from the stock rod end castle nuts at both wheels and at the pitman arm. We will not be removing the cotter pin in the middle, at the junction point of the bars.

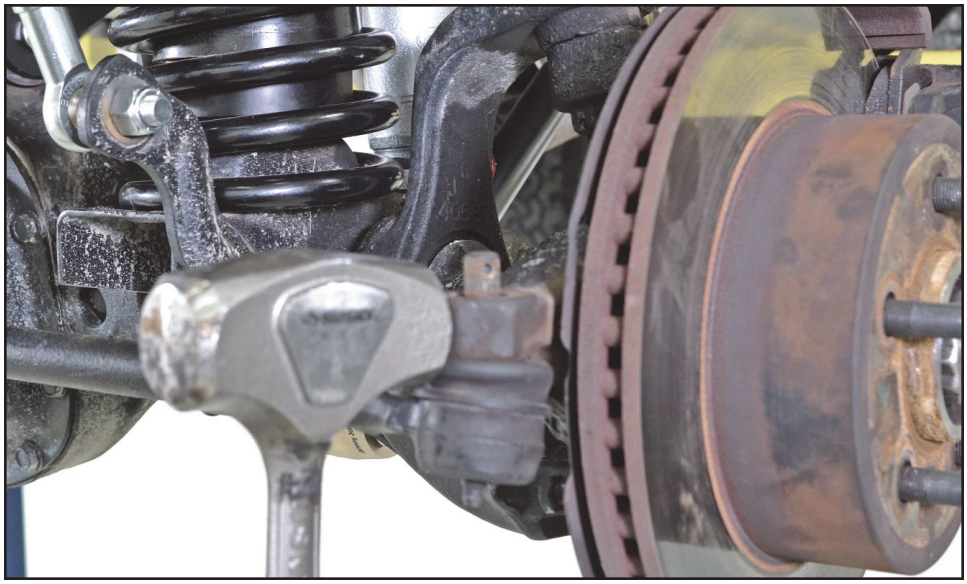


Step 3

Remove both of the tie rod end castle nuts at the steering arms (at the wheels).

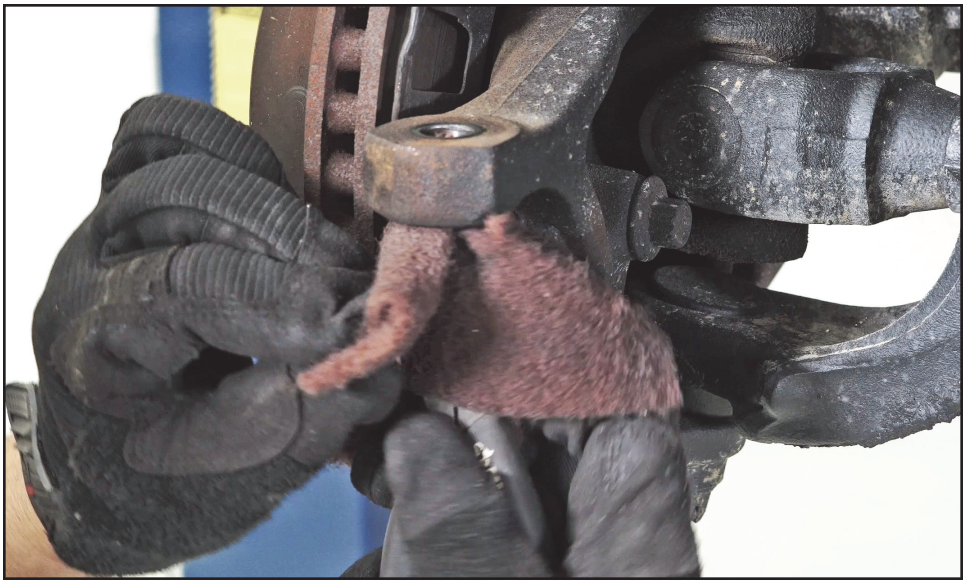
Step 4

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 ends loose.
Be mindful of your safety as the tie rod comes loose as it will swing down quickly.



Step 5

At the pitman arm, repeat the process of removing the castle nut and breaking the rod end loose with a pickle fork or the sledge hammer method. **BE CAREFUL!** When this rod end breaks loose, the entire stock steering assembly will now fall out of the vehicle!



Step 6

Make sure to clean and inspect all 3 of the tapered rod end holes on the vehicle.
If any of the 3 tapered holes are found to be damaged or oblonged, causing an improper fit of the new tie rod ends, you'll need to replace that component!

Step 7

To get your initial adjustments close on the new steering components, take center to center measurements of both the old tie rod and drag link, so that the measurements may be transferred to the new components.

Step 8

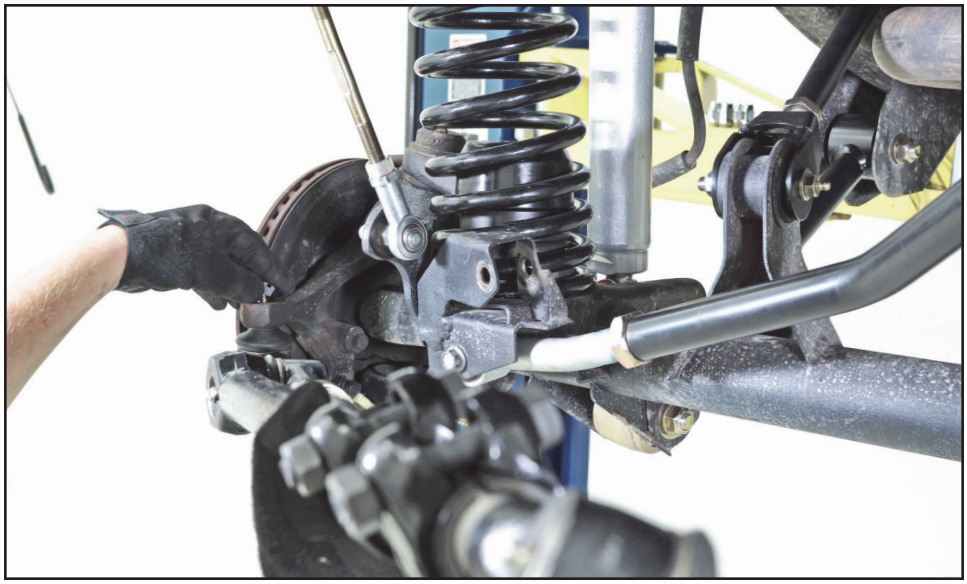
Install the new tie rod into the back of the drag link as shown. The tie rod end with the zerk fitting on the side of it's head goes in this junction location, zerk fitting pointing down. DO NOT tighten the castle nut! Install it just snug enough to hold the 2 bars together.
The tie rod end with the zerk fitting on the cap goes to the driver's side steering arm.

Step 9

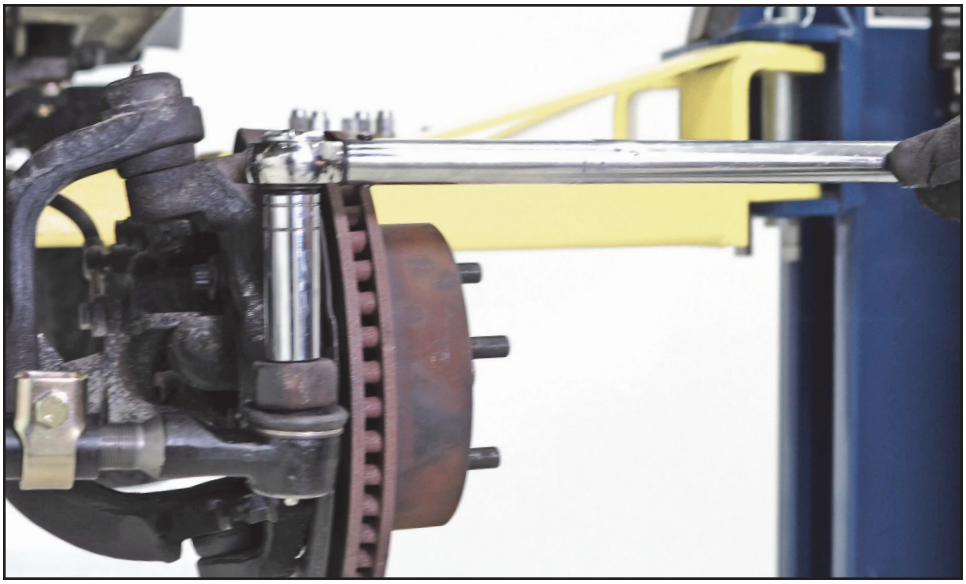
Now adjust the center to center dimensions of the new rods to match the measurements that you took off of your stock steering components. At this time, we recommend you review the rod end greasing instructions on Pages 1-2 of this instruction manual. You may choose to address the procedures outlined in that step now, before installing the new components. After you read Step 29 and understand the grease flow, you will see that, technically you can grease the unit off of the vehicle before installation - just don't go crazy and inflate the boots with grease!

Step 10

Install the rod ends at the wheels first, starting with the passenger's side.
During the installation of the rod ends at the wheels, note the location of the grease overflow bleed nipples on the rod end boots. You do not want these pointing out toward the brake rotor because they could potentially shoot grease onto your brake rotor, causing momentary uneven braking. If the nipples are pointing outward, you'll want to gently rotate the boots so the nipples point away from the rotors. This may require the use of a small screwdriver to loosen the boot retaining clip.



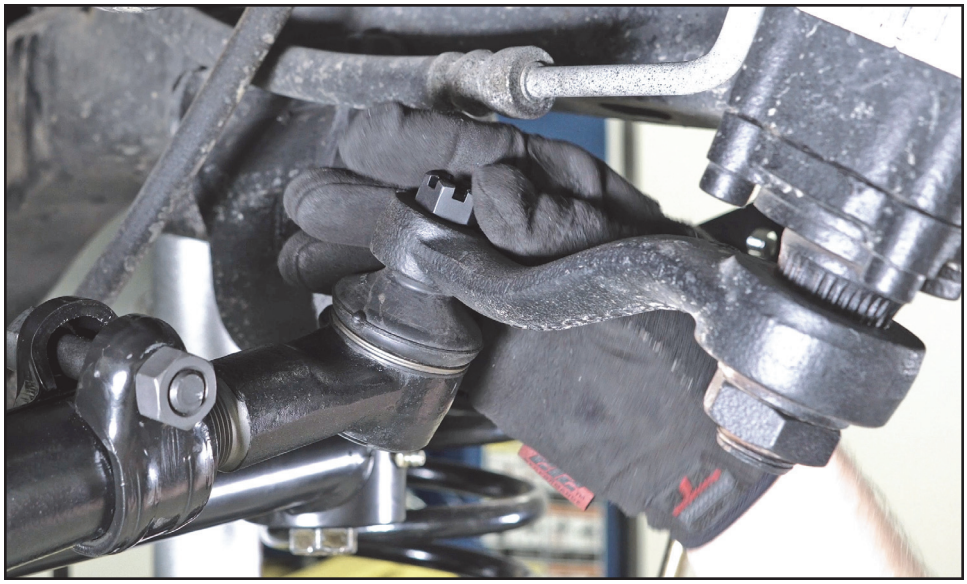
Step 11
Tighten both castle nuts down at the steering arms.



Step 12
Torque the castle nuts to 55 ft. lbs., keeping in mind that you will have to situate the castle nut to allow you to install the cotter pin thru it's hole.

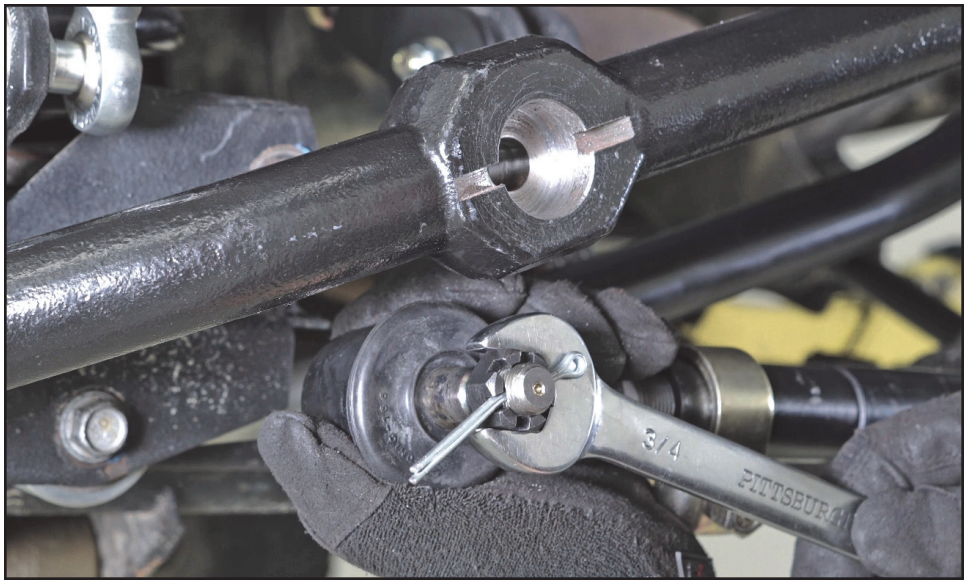
Step 13
Install the new, supplied cotter pins thru their holes in the rod ends and bend over as shown.

Step 14
Next intall the pitman arm end of the drag link.



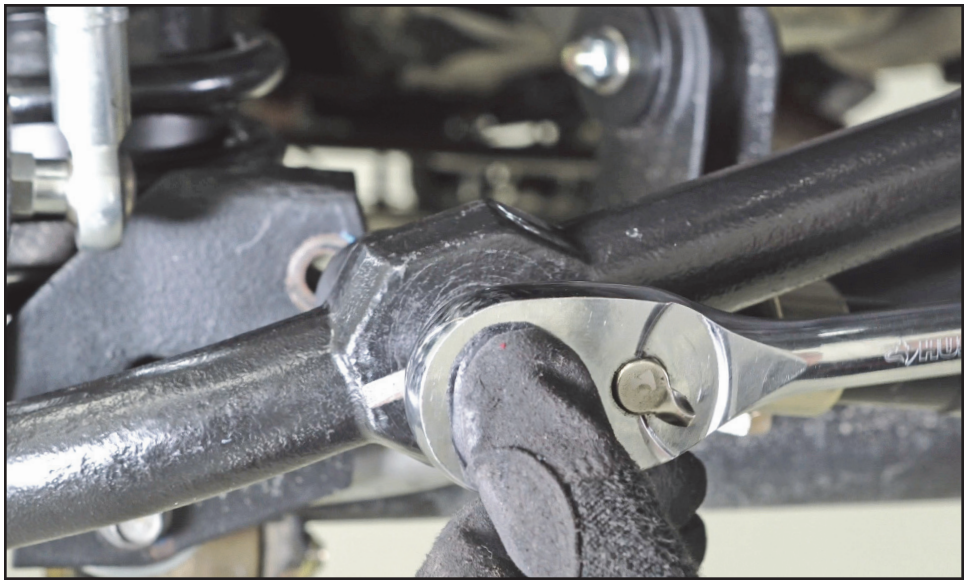
Step 15
Tighten the castle nut, torque to spec. and then install the cotter pin - just like you did on the other 2 rod ends.

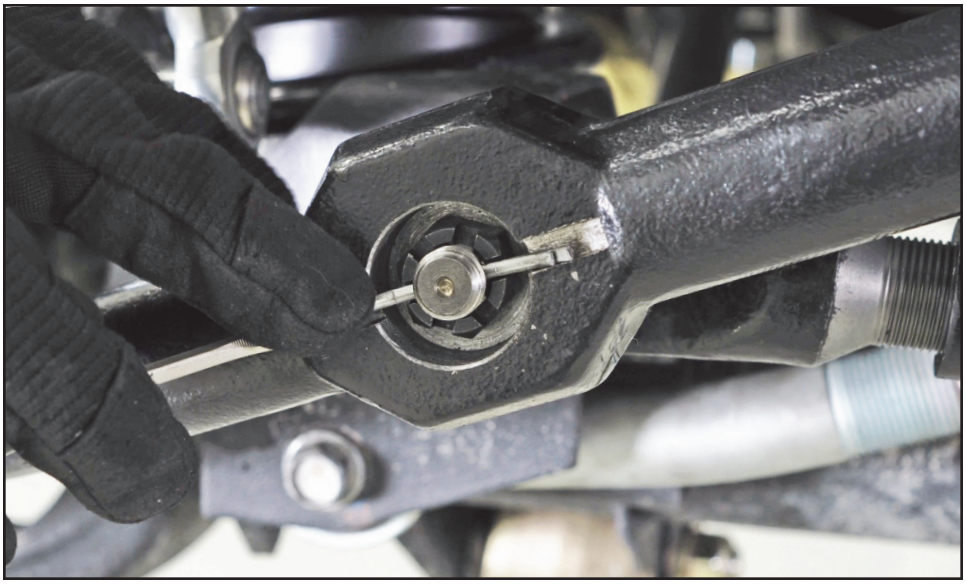
Step 16
Remove the new tie rod from the back of the drag link. You'll want to install the nut back on the rod end, put the cotter pin thru the hole and turn the rod end ball to steer it, so that the cotter pin hole lines up with the cotter pin slot that is machined in the drag link.
After this is accomplished, remove the cotter pin and nut from the tie rod end.



Step 17

Reinstall the tie rod end back into the back of the drag link, install the castle nut and torque to 55 ft. lbs., again, making sure you end up with the cotter pin hole unobstructed.



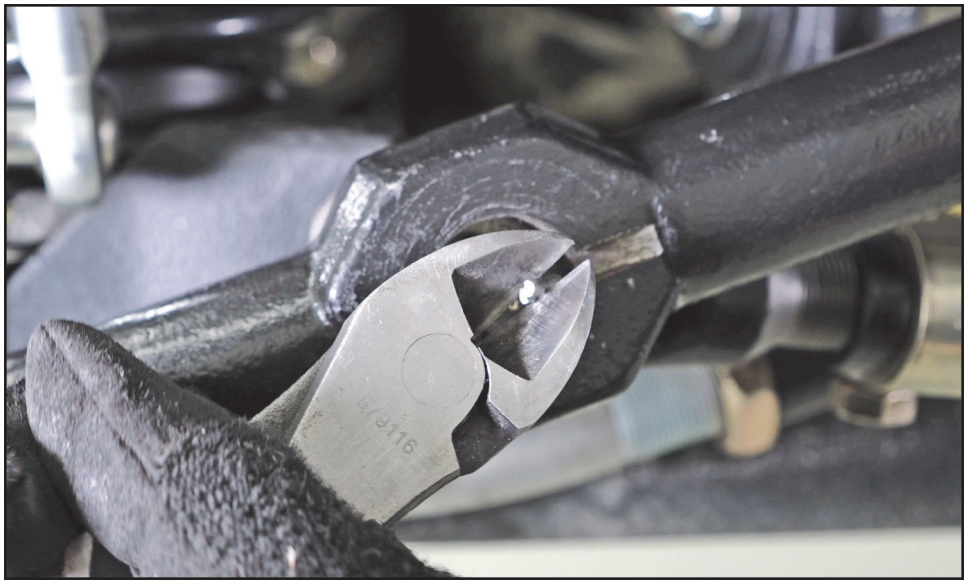


Step 18

Install the cotter pin into the hole in the rod end. **Helpful Hint:** bend an arc into the cotter pin to make it easier to install!

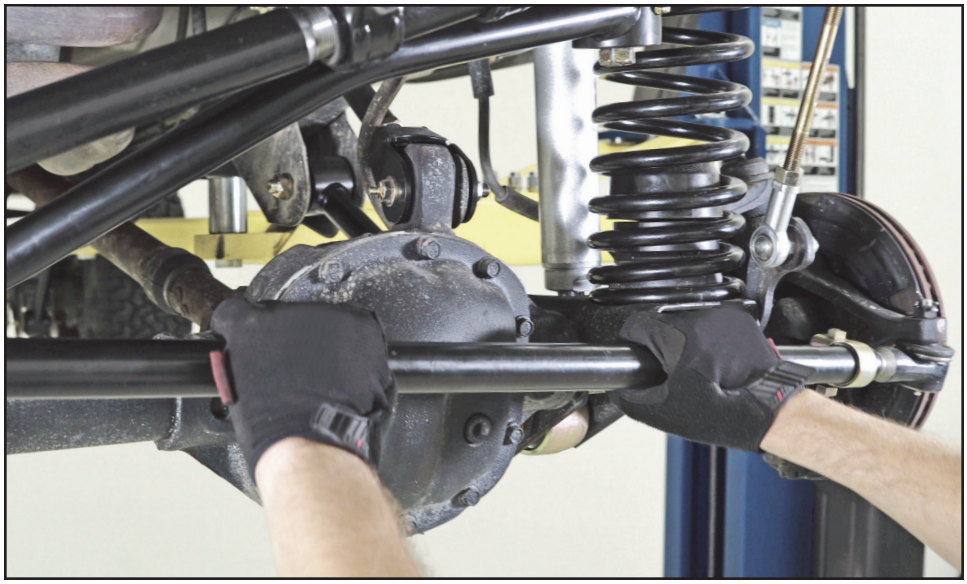
Step 19

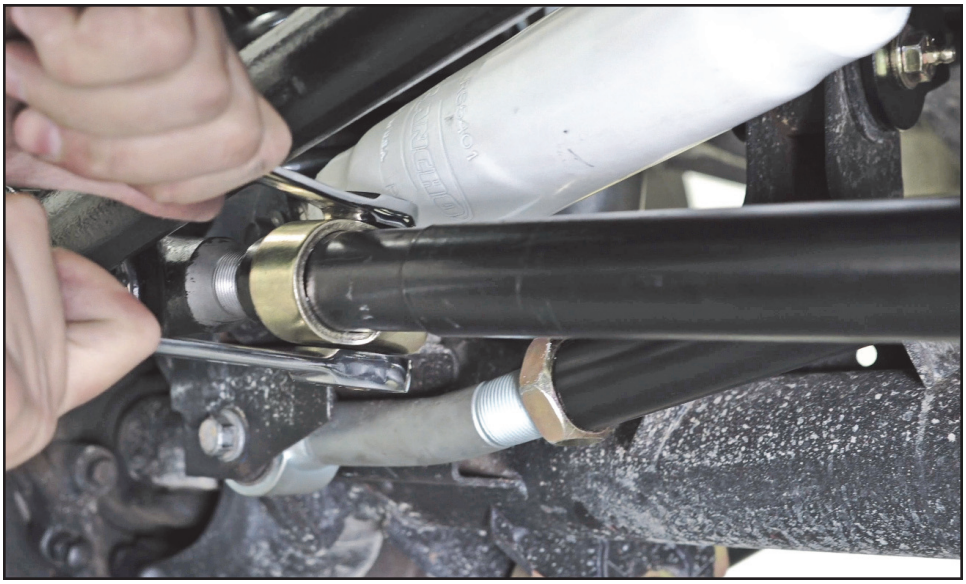
Bend the cotter pin over, as you did with the other 3 rod ends, and you are finished up here!



Step 20

Adjust the tie rod until the wheels are straight. You can check this with a tape measure and a couple of straight edges at the front and back edges of the rotors. You only have to get this close, as you will be driving straight to an alignment shop after this install.



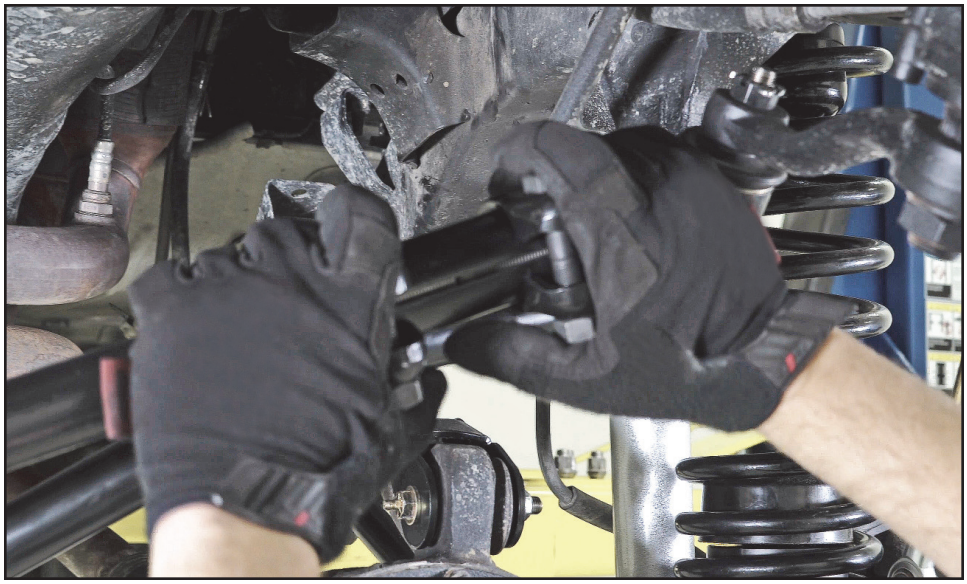


Step 21

When you are happy with your settings, go ahead and tighten down both of the tie rod end clamps, and torque to 40 ft. lbs.

Step 22

With the wheels straight, adjust the drag link adjuster to center your steering wheel. (This is just an initial setting, your alignment shop will get this spot on for you).



Step 23

Once you've gotten your steering wheel close to centered go ahead and tighten up the drag link adjuster clamp bolts and torque to 40 ft. lbs.

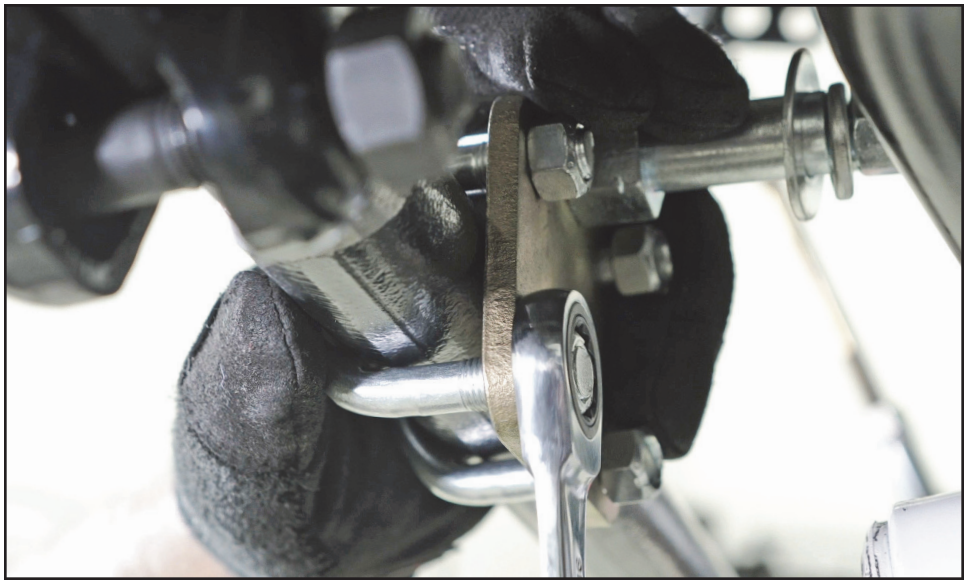
Step 24

Reinstall your steering stabilizer shock, or a new heavy duty stabilizer shock, at the differential now. Reuse the stock bolt and nut and torque to 55 ft. lbs.

Note: we prefer the Rancho stabilizer shock in this application. We sell this shock under part number CE-9170SD1.

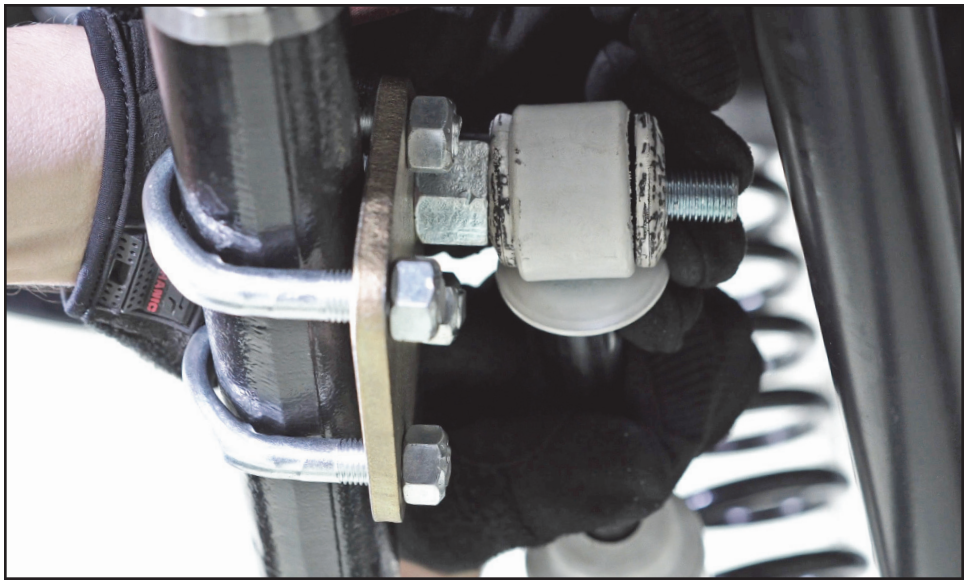
Step 25

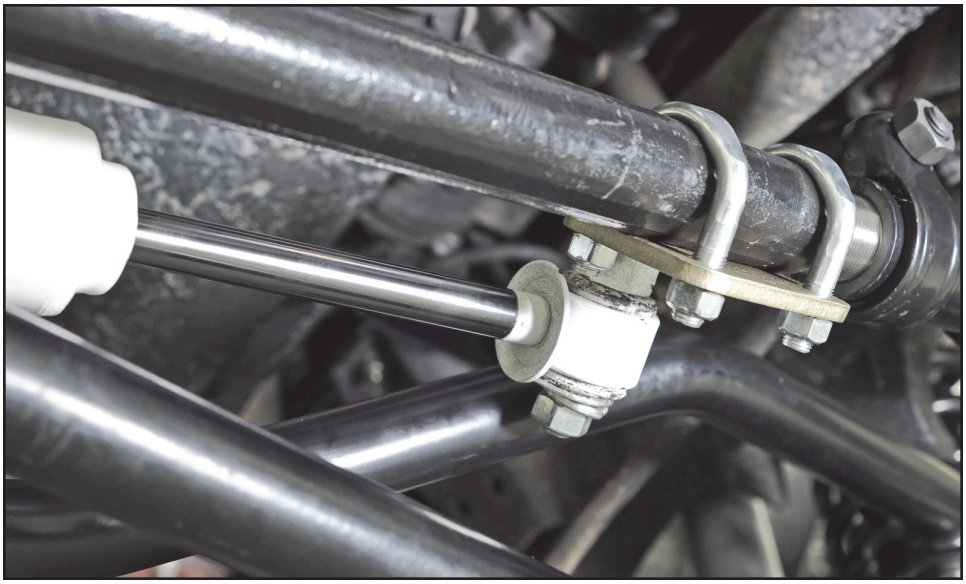
Assemble the new steering stabilizer shock bracket kit onto the drag link, below the drag link adjuster, as shown. Snug the nuts, but do not tighten because you will need to move the bracket assembly around in the next steps.



Step 26

Slip the shock onto the stock stud and install the supplied flat washer, lock washer and nut, but do not tighten.



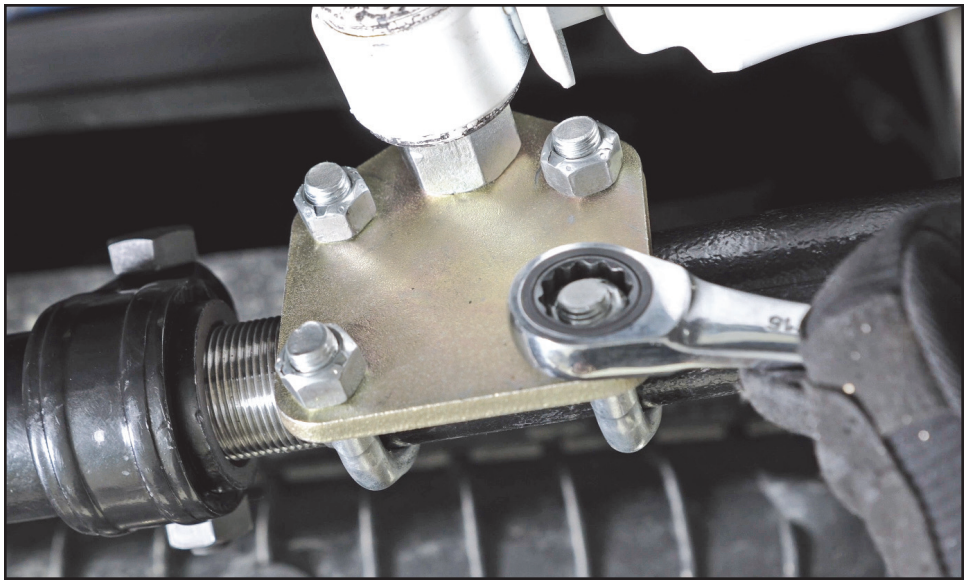


Step 27

To set up and adjust the shock properly, turn the wheels all the way to the right to the lock and hold them there. This should completely compress the stabilizer shock. If it does not, completely compress the shock, pull it back out 1/8" and then adjust the positioning of the stabilizer shock bracket on the drag link to accommodate the length of the shock. Install the shock onto the stud. Snug the 4 bracket nuts further down so the bracket cannot move on the drag link. Reinstall the shock mounting hardware onto the stud, tighten and torque to 45 ft. lbs.

Step 28

Cycle the steering back and forth to check the shock's clearance relative to other components under the front of your vehicle.
Rotate the shock bracket on the drag link as necessary to fine tune your clearance needs.
Once you are satisfied with your fitment, go ahead and tighten down the shock bracket nuts and torque to 25 ft. lbs.



Step 29

Drive to an alignment shop! They will loosen your tie rod to adjust your toe specs. You must insist they set your toe to **1/16" toe in** - which is not stock spec. (if any kind of death wobble issues arises in your vehicle, try up to **1/8" toe OUT**). They will also use the double adjuster at the pitman arm end of the drag link to center your steering wheel. Additionally, while you are at the alignment shop, have them ensure that your caster is set to **+5 degrees**.