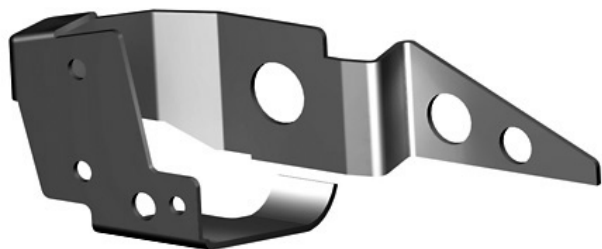


JKS™

Installation Instructions



Product: **Front Trackbar Brace**

Part Number: **PN OGS161**

Application: **Jeep Wrangler JK, 2007+ (front)**

Welcome

CONGRATULATIONS on your purchase of a new JKS Front Trackbar Brace! At JKS Manufacturing, we are committed to providing you with the best products available and your satisfaction is our first priority.

PLEASE READ these Installation Instructions carefully, and save them for future reference, as they contain important installation and maintenance information.

Important

INSTALLATION REQUIRES WELDING by a qualified welder or metal fabricator.

BUSHING/BEARING SPACERS ARE REQUIRED to fit steering damper to new mounting location.

JKS ADJUSTABLE TRACKBAR IS REQUIRED if existing track bar interferes with steering damper.

Tools Required

- Hydraulic Floor Jack & Jack Stands
- Metric/Standard Socket Wrench Set
- Black Felt Tip Marker (or equivalent)
- Torque Wrench
- Die Grinder with Sanding Wheel (or equivalent tool for removing paint)
- Welding Equipment
- Weldable Corrosion Resistant Coating, 3M® PN 05917 (or equivalent)
- 3/164" Drill Bit
- Satin Black Spray Paint
- Anti-Seize Lubricant *
- Factory Service Manual (recommended)

* Asterisk denotes tools that are not required for some applications. Thoroughly read instructions first to determine which tools will be required for your application.

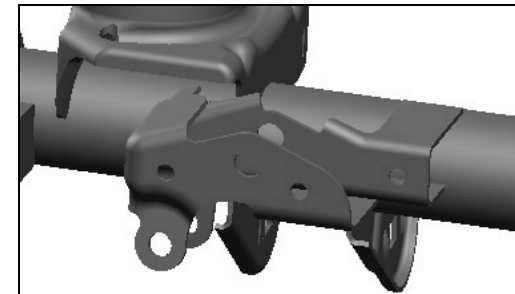
Parts



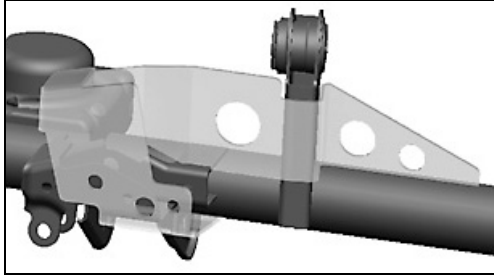
QTY	DESCRIPTION	QTY
A	Front Trackbar Brace	1
B	Steel Sleeve	1
C	M12 x 70mm GR5 Bolt	2
D	M12 Flat Washer	3
E	M12 Nylock Nut	1

Installation

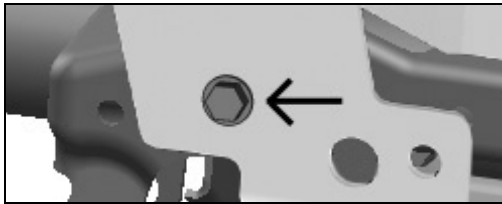
- ❑ **1. REMOVE FRONT TRACK BAR**
 - Raise and support the vehicle chassis with jack stands positioned behind the front lower suspension arm brackets.
 - Raise and support the front axle housing with a hydraulic jack to relieve any tension from the mounting bolts.
 - Remove the front track bar mounting hardware from the axle and chassis brackets per the factory service manual instructions for your vehicle. Retain original hardware and remove front track bar from vehicle.
 - Remove the steering damper mounting hardware from the axle housing and tie rod. Remove steering damper from vehicle and retain original hardware.
 - Prime entire surface of Trackbar Brace with 3M® Weldable Corrosion Resistant Coating (or equivalent – must be weldable).
- ❑ **2. PREPARE AXLE FOR WELDING**
 - To ensure a proper fit, clean any dirt, debris or grease from the surface of the factory track bar bracket.



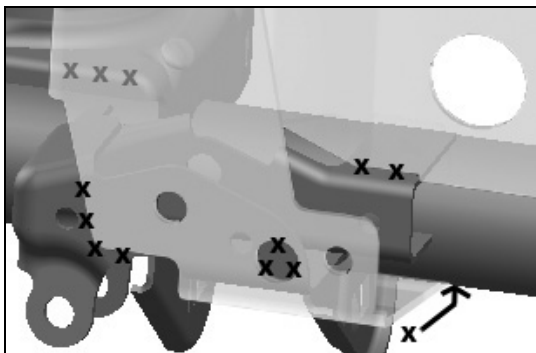
- Slide the Trackbar Brace over the factory track bar bracket as illustrated below. **HINT:** The Trackbar Brace is designed to provide a snug fit and may require some persuasion to maneuver into position.



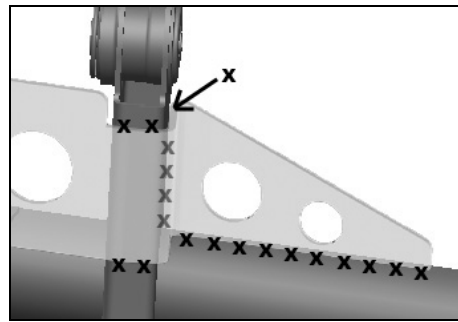
- With the Trackbar Brace in position, insert one M12 x 70mm Bolt (C) into the original mounting hole as illustrated below. Secure the bolt with the original flag nut and temporarily tighten to hold the brace securely to the factory bracket.



- To prepare for welding, clearly mark the weld locations directly on the axle housing as indicated below. **HINT:** A felt tip marker is useful for marking locations to be welded.



HINT: Be sure to include area on lower spring mount where it makes contact with Trackbar Brace. Also include back side of axle tube where Trackbar Brace wraps underneath.



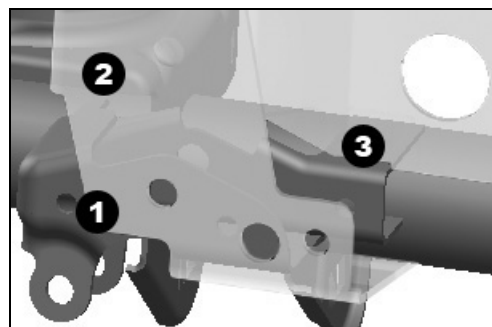
HINT: Be sure to include area on vertical upper control arm mount.

- Remove the Trackbar Brace and thoroughly clean the locations on the axle housing marked by an "X". **HINT:** A die grinder with sanding wheel or similar tool is useful for removing paint from axle housing.

IMPORTANT: The Trackbar Brace must be welded to bare metal. Remove any paint, rust or other contaminants before welding.

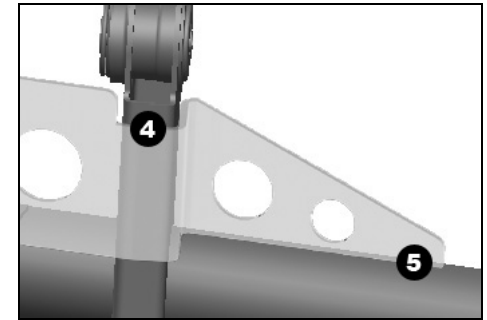
3. WELD TRACKBAR BRACE TO AXLE HOUSING

- With all indicated surfaces prepped for welding, reposition the Trackbar Brace on the axle housing. Reinstall the M12 x 70mm Bolt (C) and original flag nut to secure the brace in position.
- Tack weld the Trackbar Brace to the axle in the exact sequence indicated below.



- 1 Tack weld front of Trackbar Brace to factory track bar bracket.
- 2 Tack weld back of Trackbar Brace to lower coil spring mount.
- 3 While pushing Trackbar Brace against vertical upper control arm mount to

minimize gap at location 4, tack weld front of brace to the factory track bar bracket.

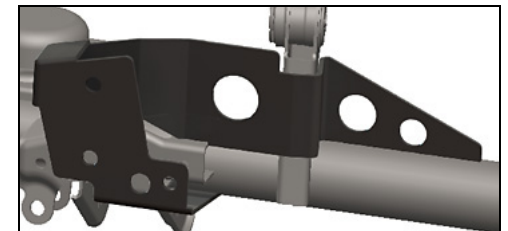


- 4 While pushing Trackbar Brace against axle tube to minimize gap at location 5, tack weld front of brace to the vertical upper control arm mount.
 - 5 Tack weld end of Trackbar Brace to axle tube.
- Next, fillet weld the Trackbar Brace to the axle housing at all of the locations indicated by an "X" in step 2.



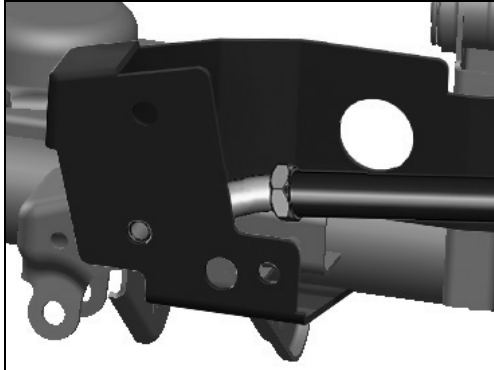
IMPORTANT: Avoid overheating axle tube and rubber bushing in vertical upper control arm mount by welding a small section and allowing the surface to cool off regularly.

- Once all welding is complete, spray paint the entire Trackbar Brace and any bare metal on the axle housing to prevent corrosion. All exposed metal must be completely covered.

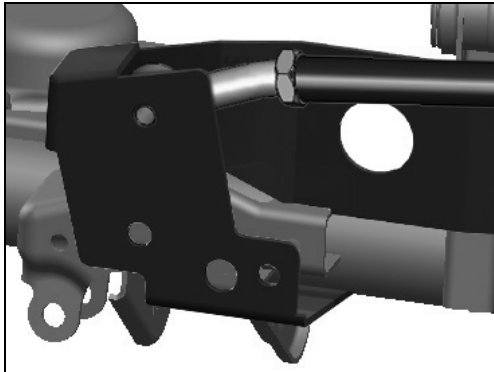


4. REINSTALL FRONT TRACK BAR

- Apply anti-seize lubricant to bolt threads of track bar mounting hardware.
- Insert axle end of track bar into the reinforced axle bracket first and loosely install the M12 x 70mm Bolt (C), M12 Flat Washer (D) and original flag nut. **HINT:** Use the lower mounting hole if steering linkage is in the factory position...



...or use the upper mounting hole if vehicle has a "drag link flip" or high-steering conversion. When track bar is installed in the upper hole, the supplied steel sleeve must be installed in the lower hole using the hardware provided.



- Mount chassis end of track bar and loosely install the original mounting hardware.

IMPORTANT: The vehicle must be on level ground and the coil springs supporting the full vehicle weight before the mounting hardware is tightened.

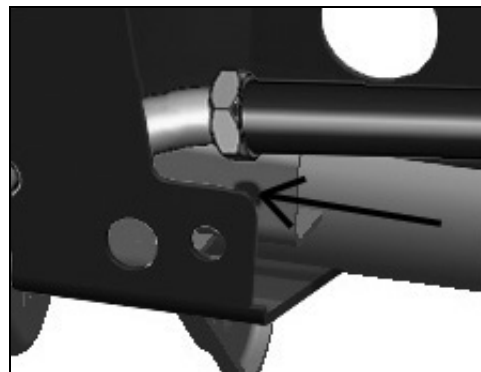
- Using a torque wrench, tighten mounting hardware at both ends of track bar to 125 ft-lbs.
- Insert the Steel Sleeve (B) into the unused track bar mounting hole. Secure the sleeve by installing the remaining M12 x 70mm Bolt (C), M12 Flat Washer (D) and M12 Nylock Nut (E).
- Using a torque wrench, tighten Steel Sleeve (B) mounting bolt to 125 ft-lbs.

5. RELOCATE STEERING DAMPER

The factory steering damper mounting position on the axle housing will no longer be used. Instead, the damper will mount between the Trackbar Brace and factory track bar bracket as illustrated below.

Although the Trackbar Brace will accommodate any aftermarket steering damper designed to fit the JK Wrangler, **JKS strongly recommends installing a steering damper that utilizes a 1/2" ID spherical bearing on the axle end.**

- Using a 31/64" drill bit, enlarge the factory hole in the original track bar bracket as seen below.



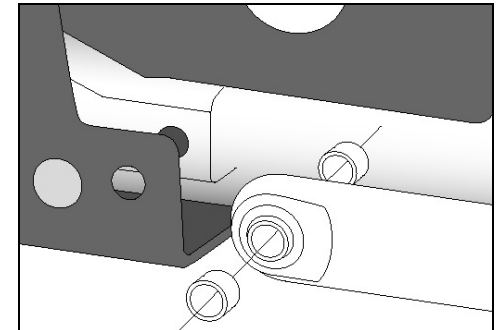
ATTENTION INSTALLER

IMPORTANT NOTE REGARDING STEERING DAMPER FITMENT

Most applications will require additional spacers to fill any void that exists between the steering damper bushing/bearing and the mounting holes. To determine the correct spacer size for your application, subtract the bushing/bearing width from the total mounting width of 1.70".

For example, aftermarket steering dampers using a poly bushing and sleeve assembly that is 1.4" wide will require a 0.3" spacer to fill the 1.70" gap.

- Insert body end of steering damper into new mounting location below track bar.



HINT: If necessary, install bushing/bearing spacers (not included) to ensure a proper fit between damper and mounting bracket.

- Mount shaft end of steering damper to tie rod using the original mounting hardware. Tighten hardware to factory torque specifications.
- If desired, you may remove the original steering damper mounting tabs from the axle housing for improved clearance as they are no longer necessary.

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