



RockJock® Professional OffRoad Products presents:
CE-9701 Currectlync® Heavy Duty Steering System
Installation Instructions



General Information

Fits: 1997-2006 Jeep TJ Wrangler and LJ Unlimited, 1987-2001 Jeep XJ Cherokee, 1987-1991 Jeep Comanche Pickup.

Kit Includes: 1 1/4" O.D. solid alloy steel tie rod, 1 1/4" forged alloy steel drag link w/ one integral tie rod end, one adjustable clamp with 1 1/8" rh/lh female threads, one 1 1/8"-16 thread tie rod end, two 22 mm x 1.5 pitch tie rod ends, 4 castle nuts, 4 zerk fittings, 4 cotter pins, 4 tie rod end boots, and 1 steering stabilizer bracket kit.

Application: For use on vehicles with 2" to 6" of lift and the factory installed Jeep pitman arm. **IMPORTANT:** Not for use on vehicles with over 6" of lift. If unit is being used on a vehicle with 6" of lift, the suspension down travel needs to be checked to make sure that the steering system is not limiting the suspension's down travel. If it is - do not use this system - if the system is used on a vehicle that uses the steering system as the stop of of the down travel, all warranty on the unit is void. On vehicles with 0" to 4" of lift, DO NOT use a dropped pitman arm. Vehicles must have a minimum of a 2" of bump stop over stock!!!

Removal of the old steering components

1. Detach steering stabilizer shock from existing drag link.
2. Remove cotter pins and nuts from existing tie rod ends at the knuckle ends, and at the pitman arm.
3. Remove the tie rod end ball studs from their holes with a pickle fork or appropriate puller.
4. Clean and inspect the tapered holes in the knuckle ends and pitman arm.
5. Insert new tie rod ends in all of the tapered holes to check for oblong or worn holes. Replace any component that does not fit properly.

Installation of the new system

1. Install zerk fittings in all of the new tie rod ends.
2. Remove plastic rod end rubber boot cover from all of the tie rod ends. This may require use of a mallet in some cases. At this point, if you are not running disc brake rotor dust shields you will want to rotate the dust boots so that the grease overflow escape nipple on the outer edge of the boot is facing inward - away from the rotor. This may require a small flathead screwdriver to loosen the boot retaining ring. Occasionally, grease can squirt out of these overflow nipples and on vehicles with no dust shields the grease can squirt onto the rotor causing momentary uneven braking.
3. Take one of the 22 mm x 1.5 pitch tie rod ends and install it into the tapered hole in the forged drag link.
4. Line up the cotter pin hole in the tie rod end with the groove in the forged drag link. Take a cotter pin - and for ease of installation - hit cotter pin with a mallet to put a slight bow in it. Test fit the cotter pin in the hole before installing a castle nut. If all is well, remove cotter pin, install castle nut and torque to 55 ft. lbs. Tighten further if necessary to align cotter pin hole with castle nut and then install cotter pin.
5. Now apply some anti-sieze to the threads of the tie rod end that you have installed in the drag link, then take the tie rod bar and thread it onto the tie rod end. Next take the remaining 22 mm x 1.5 pitch tie rod end, apply some anti-sieze, and install it into the opposite end of the tie rod bar.
6. Apply anti-sieze to the 1 1/8" thread on the threaded end of the drag link bar, and also on the threads of the 1 1/8"



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6. Apply anti-sieze to the 1 1/8" thread on the threaded end of the drag link bar, and also on the threads of the 1 1/8" thread tie rod end. Install the adjustable clamp onto the drag link first - observing the rh/lh threads. Then thread the tie rod end into the other half of the clamp.
7. Install new unit onto vehicle, torque all castle nuts to 55 ft. lbs. - tighten further if necessary to align cotter pin holes, and then install all cotter pins.
8. Turn the wheels of the vehicle and observe all of the adjuster clamps. Make sure every clamp is clear of all of the suspension components and bracketry. Rotate rods and adjustors if necessary for clearance.
9. Install the steering stabilizer bracket by taking the gold plate and holding it on the back side of the drag link, just below the adjustor threads, with the stud hole pointing up. Install the attaching u-bolts with the supplied hardware from the front side of the drag link. Install the large threaded end of the stabilizer stud into the bracket from the back side, so that the stud is pointing toward the back of the vehicle. Reattach your steering stabilizer shock by putting the end of the shock onto the new stud and fasten loosely with supplied nut & washer. Turn the wheels to the right until only 1/4" of the stabilizer shaft is exposed and fully tighten the attaching nut.
10. Have someone turn the wheels from lock to lock and once again thoroughly inspect for interference of any components. Make adjustments as necessary.
11. Grease all four zerk fittings with a grease gun. A standard chassis grease is fine. We use Chevron moly lube.

****** Do not use power grease guns and do not overfill rod ends - damage to rod ends may occur ******

Rod end tolerances are very tight - grease may not flow through the front of the rod end, do not force grease into rod ends. If rod end stops taking grease it is either full, or you may steer wheels back and forth and attempt to put more in. Only use manual, low pressure grease guns. The tie rod end balls have a groove in them that allows grease passage as illustrated in figure 1. If the rod end is not rotated properly when greasing, as you can see in figure 2, the grease groove is completely out of site and unusable. The rod end needs to be slowly rotated around until the grease groove opens up as shown in figure 3. You will be able to feel it taking grease from your manual grease gun. This DOES NOT require removing the boots as the boots may be damaged in the process. Simply cycle the ball center until the grease flows freely. Failing to follow this procedure may result in the ball groove not allowing grease to bleed past the ball, the rod end body will overpressurize with grease, and the back cap will pop outward releasing all of the tension on the rod end.



Figure 1

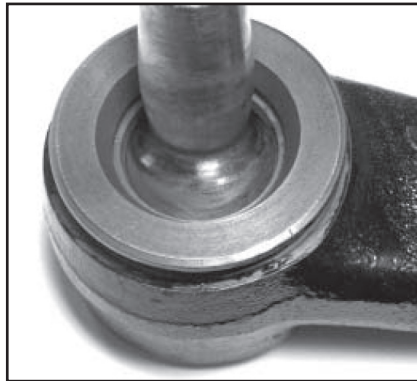


Figure 2

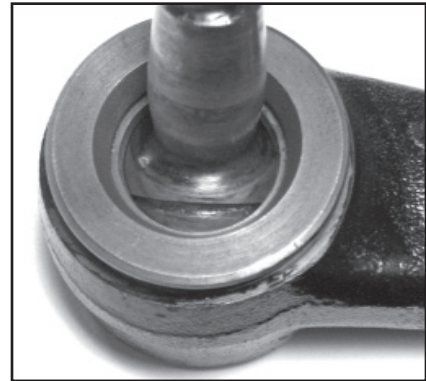


Figure 3

12. Visually adjust the alignment and tighten the adjuster clamps.
13. Take vehicle to a competent alignment shop for a full alignment.
14. Hit the trail with confidence!

Replacment Parts

CE-9701DL	Heavy Duty Drag Link - complete with ends, adjustor, and hardware - each	\$149.95
CE-9701DLO	Heavy Duty Drag Link only - no ends - each.....	\$109.95
CE-9701DLR	Drag Link End (at pitman arm)- LH Thread - w/ hardware - each.....	\$49.95
CE-9701DLA	Drag Link Adjustor - each.....	\$49.95
CE-9701SB	Steering Stabilizer Bracket - complete with stud, u-bolts, and hardware - kit.....	\$29.95
CE-9701SB-P	Plate only - for steering stabilizer bracket - each	\$8.95
CE-9701SB-U	U-bolt w/ 2 stover nuts - for steering stabilizer bracket - each.....	\$4.95
CE-9701SB-S	Shock Mounting Stud w/ one 1/2"-20 nylock nut, one 7/16"-20 nylock, and one 7/16" washer - for steering stabilizer bracket - each	\$11.95
CE-9701TR	Heavy Duty Tie Rod - complete with ends, and hardware - each	\$189.95
CE-9701TRN	Heavy Duty Tie Rod - rod only - no ends	\$89.95
CE-9701TRL	Tie Rod End - LH Thread - w/ hardware - each	\$49.95
CE-9701TRR	Tie Rod End - RH Thread - w/ hardware - each.....	\$49.95

If you have any questions on our products or require any assistance during the installation process of this product, please feel free to contact our technical staff at:



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