

## RJ-401001-101 FORGED CHROMOLY STEERING STABILIZER SHOCK TIE ROD BRACKET INSTALLATION INSTRUCTIONS & TECHNICAL MANUAL



Thank you for purchasing our Correctlync® forged chromoly steering stabilizer shock bracket kit for your Jeep JL Wrangler, JT Gladiator or JK Wrangler! Using basic hand tools, this bracket easily installs and include the necessary hardware for reattaching your steering stabilizer shock.

### Features

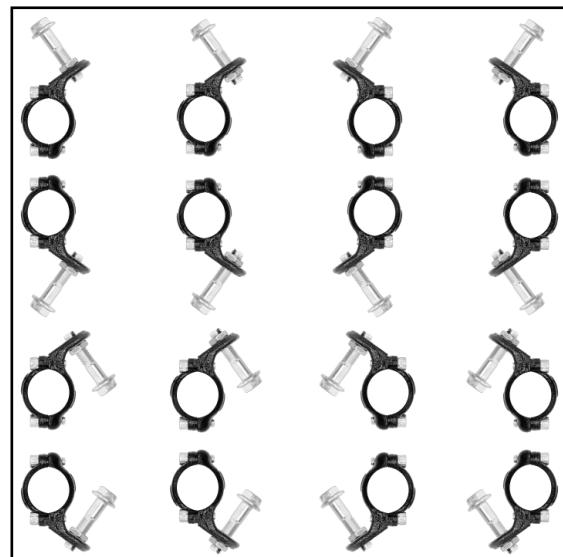
This bracket is universal in design so that you may mount in any orientation necessary to suit your needs - there is no "right side up" or "front or back" - just whatever works in your application! The stabilizer shock mounting bolt is adjustable to suit your choice of shock and then nut becomes a jam nut for the bolt. The nut may be mounted on either side of the bracket tab for clearance.

### Tools Required

SAE and Metric Hand Tools (incl. Allen Wrenches)  
Tape Measure  
Torque Wrench

### Kit Includes

- (1) Inner Bracket Half
- (1) Outer Bracket Half
- (1) 12mm-1.75 x 55mm flanged head bolt
- (1) 12mm-1.75 Jam Nut
- (3) 5/16"-18 x 1 in. Long Socket Head Allen Bolt



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## Step 1

We'll start by assuming that you have the correct stabilizer shock for your application and that the axle side of the stabilizer shock is already anchored to the axle side bracket.

The 12mm bolt in this kit is designed to be adaptable to many different shock ends. In our application, a Bilstein shock, we have installed the bolt and jam nut as shown.



## Step 2

Next, determine which orientation of the bracket will be best for all clearance scenarios for your application.

The photo to the left illustrates our decision for our application.

## Step 3

Once you've determined optimal orientation, go ahead and thread the bracket onto the the bolt as shown.

No need to tighten the jam nut yet until fitment is confirmed.



## Step 4

Our application has our shock on top of the bracket, and we've positioned the bracket for install onto the tie rod tube.

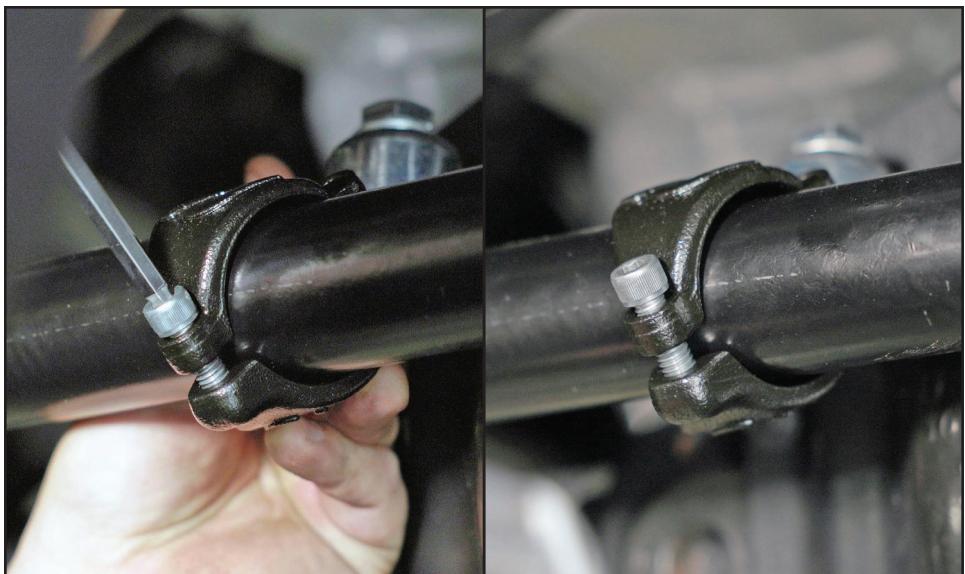


## Step 5

Next, turn your wheels to left to the lock and have someone hold the steering wheel there. Upon fitting the bracket to the tie rod, you'll have to adjust the shock length (by pushing it in) to ensure the end of the shock and the the bracket can never come into contact with the differential cover.

## Step 6

Once you are satisfied with the shock length and diff cover clearance, go ahead and drop the outer half of the bracket on and start the lower 5/16" allen bolt to hold everything in place.



### Step 7

Follow up by starting the 2 upper 5/16" allen bolts into their threads.



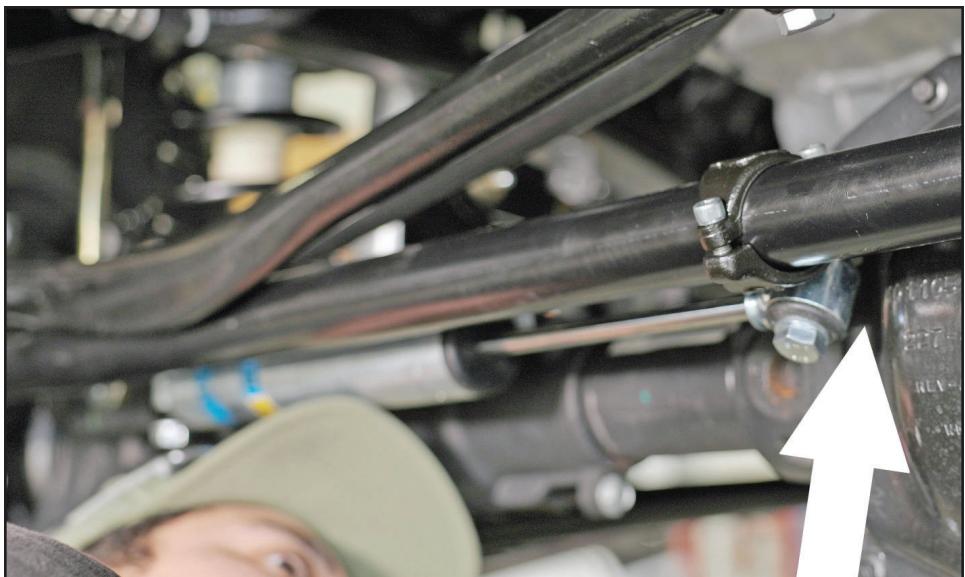
### Step 8

Next, with all 3 bolts started, you can go back and start running the bolts down. Snug them up, but do not go fully tight.

### Step 9

With everything snugged up and in place, now is when you go back and triple check all of your clearances.

Check the head of the shock to the diff cover clearance, the bracket to diff cover clearance, and cycle the steering left to right to check clearance to all of the other components under the front of the vehicle.



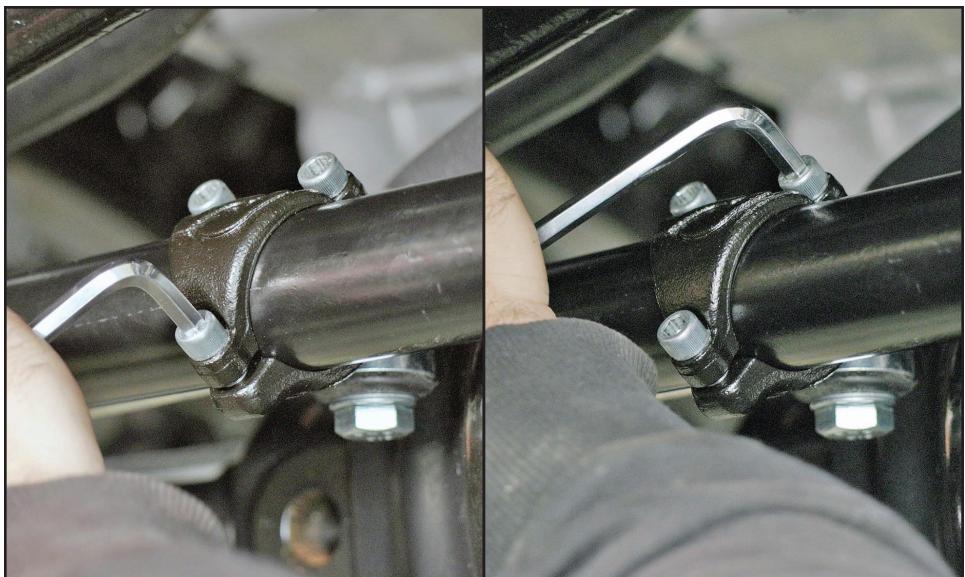
## Step 10

Once you are completely satisfied with fitment and clearances, you may final tighten the 3 clamp bolts. Tighten them in a circle and pull them down evenly, like you would if you were torquing a wheel down. You want the 2 clamp halves to pull together evenly.

Torque these bolts to 24 ft. lbs.

**IMPORTANT:** don't forget to tighten the shock bolt jam nut!

Torque this nut to 85 ft. lbs.



## Step 11

Before operating or 4 wheeling and articulating your vehicle, it is important that you find a way to articulate the front suspension so that, with it articulated, you can once again steer the wheels back and forth to the lock to ensure there is no component interference! Ultimately, this needs to be done from both sides (lift the right side as shown, check, then lift the left side, check) before calling it good.

