

# JKS<sup>®</sup>

## INSTALLATION INSTRUCTIONS

**Product: High Steer Drag Link Flip Kit**  
**Part Number: 1210**

**Applications: 2007-2015 JK Wrangler**

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### Welcome

CONGRATULATIONS on purchasing the high steer drag link flip kit from 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

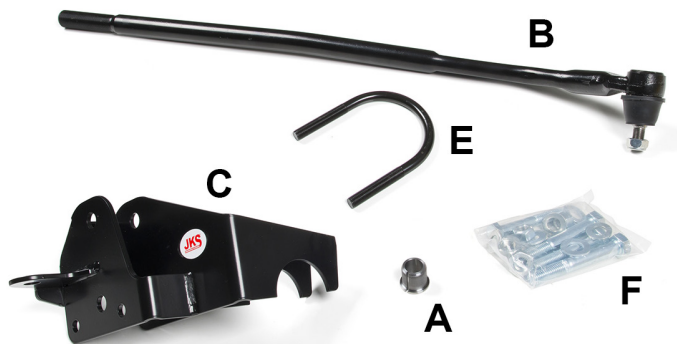
***Must be used with factory pitman arm.***

***Cannot be combined with other track bar relocation systems, although most popular adjustable track bars are okay.***

***Must have a minimum of 3" of bump stop extension.***

### Tools Required

- Metric/Standard Socket Wrench Set
- Torque Wrench
- Drill



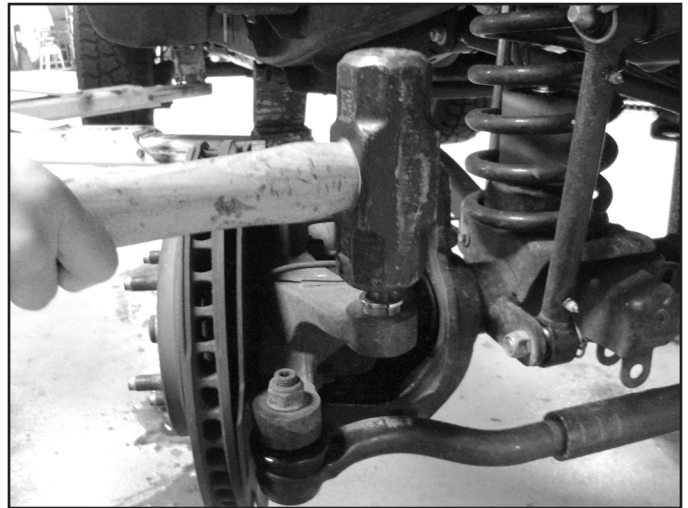
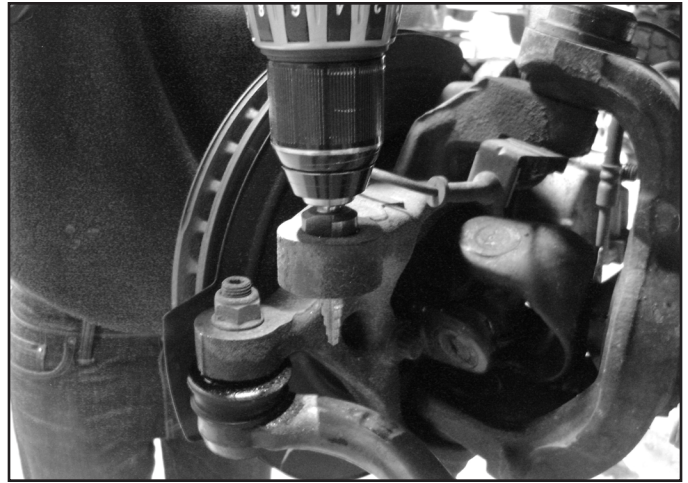
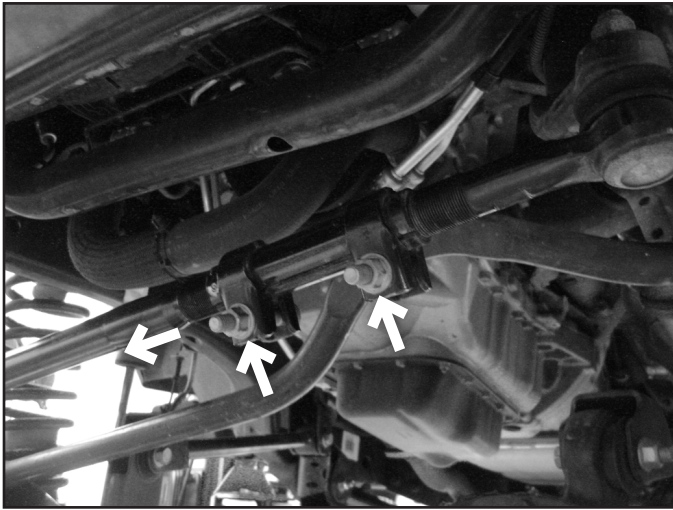
### Parts

	Description	QTY
<b>A</b>	Tie Rod Flip Adapter	1
<b>B</b>	Drag Link	1
<b>C</b>	Track Bar Bracket	1
<b>D</b>	3/4" x 1-3/8" Sleeve (Not Shown)	1
<b>E</b>	3/8" x 2-3/4" x 3-3/4" U-bolt	1
<b>F</b>	Bolt Pack J110	1
	9/16" x 3" Bolt	2
	9/16" SAE washer yellow zinc	4
	9/16" Prevailing torque nut	2
	3/8" x 1" Bolt	2
	3/8" Prevailing torque nut	2
	3/8" SAE washer	4
	3/8" Nylock nut	2
	3/8" SAE washer	2
	1/2" x 2-1/4" Bolt	1
	1/2" Prevailing torque nut	1
	1/2" SAE washer	1
	7/16" USS washer yellow zinc	2
	7/16" USS washer clear zinc	1
	9/16" SAE washer clear zinc	1
<b>H</b>	7/8" Step Drill Bit (Not Shown)	1

## Installation

### ❑ 1. FRONT DISASSEMBLY

- Disconnect the front track bar (21mm) from the axle. Save bolt and nut tab.
- Raise the vehicle and support the frame with jack stands behind the front lower control arm pockets.
- Remove the wheels.
- Remove the front splash guard by removing the 6 plastic clips.
- Disconnect the steering drag link from the passenger side steering knuckle. Use a hammer on the end of the steering knuckle at the tie rod end to release the tapered seat.
- Loosen the drag link adjustment collar (15mm) and un-thread the passenger side drag link from the adjusting collar.



- Thread the replacement drag link into the adjustment collar so it matches the length of thread engagement of the tie rod end at the pitman arm.
- Fasten the drag link to the knuckle using the provided 9/16" washer from bolt pack J110. Torque the nut to 63 ft-lbs.

**Important:** Be sure to use the additional washer, it is a larger diameter to cover the 7/8" hole.

### ❑ 2. DRAG LINK FLIP

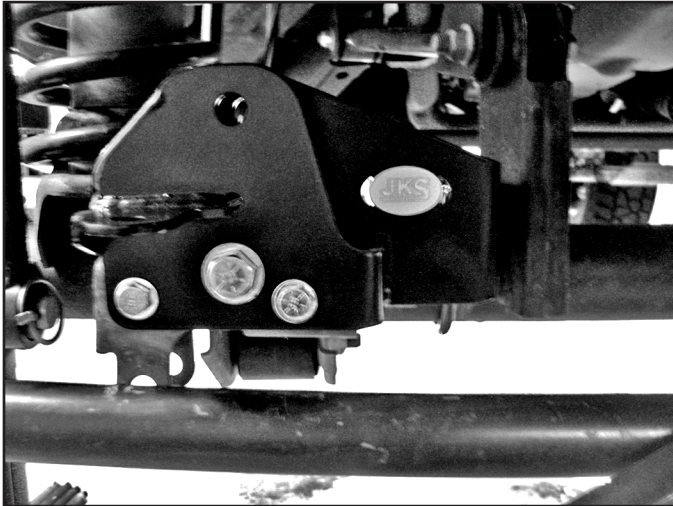
*High steer drag link, tie rod flip adapter, track bar bracket, spacer sleeve and bolt pack J110 required for this section.*

- Drill out the tapered upper drag link hole on the passenger side steering knuckle to 7/8" with the provided step drill. The largest diameter of the step drill is 7/8" so the bit will need to pass completely through. We have found the step shape gives the best chance for a straight hole over traditional 7/8" bits. Use care to drill as straight as possible to avoid an oversized hole and loose connection.
- With the hole drilled to 7/8" (.875"), insert the provided tie rod flip adapter into the hole. The adapter is designed to have a slight preload into a 7/8" hole to ensure a tight fit so gently tap it into place using a hammer.



### ❑ 3. TRACK BAR BRACKET

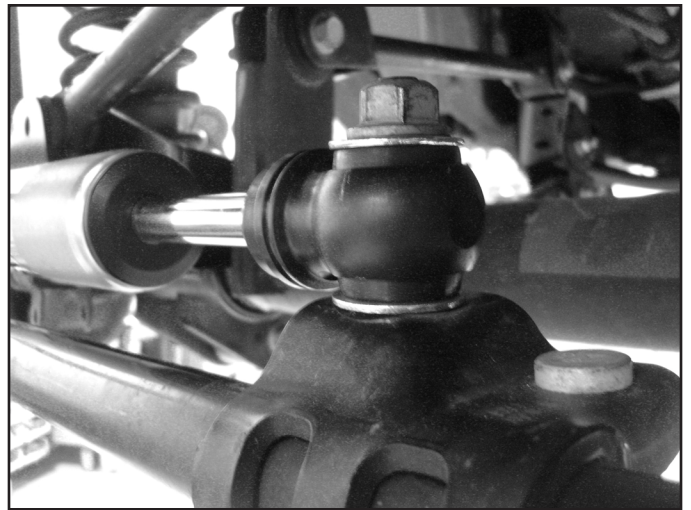
- Place the track bar bracket onto the factory track bar mount. Install two 3/8" bolts through the 2 outer front holes.
- Line up the original track bar mounting hole with the center hole in the bracket and insert the provided 3/4" x 1-3/8" sleeve. Loosely fasten the bracket through the original track bar hole with the provided 9/16" hardware.



- Fasten the bracket to the axle with the 3/8" U-bolt, nylock nuts and washers.
- Torque the 3/8" hardware to 40 ft-lbs. and the 9/16" hardware to 125 ft-lbs.

### ❑ 4. HIGH MOUNT STEERING STABILIZER

- Remove the bolt mounting the steering stabilizer to the axle and the tie rod. Remove the steering stabilizer.
- Loosen the clamp that mounts the steering stabilizer to the tie rod.
- Rotate the steering stabilizer tie rod mount until it lines up with the new mount on the track bar bracket.
- Place one of the 1/2" clear zinc USS washers on the factory tie rod mount followed by the steering stabilizer, another USS washer and the factory 12mm nut.
- If using the factory steering stabilizer, use the factory axle hardware to mount it to the bracket. If an aftermarket stabilizer is installed, use the provided 1/2" bolt, nut, and washers from bolt pack J110. The larger diameter washer is used on the bottom against the stabilizer bushing.



### ❑ 5. FINAL FRONT INSTALLATION STEPS

- Install the wheels and torque to the lug nuts to 125 ft-lbs.
- Lower the vehicle to the ground and attach the track bar to the new high steer bracket with the 9/16" hardware. Have an assistant turn the steering wheel to aid in aligning the track bar bolt.
- If equipped with an adjustable track bar, measure the distance between the tire and chassis from consistent points on each side.
- Take the difference of the measurements on each side and divide it by half. Adjust the track bar by that amount and re-install it into the bracket.
- Torque the frame and axle track bar bolts to 125 ft-lbs.
- Adjust the steering wheel to center with the adjustment collar on the drag link. Once centered torque the bolts to 26 ft-lbs.
- Check all hardware torque after 500 miles.

## Troubleshooting

If you encounter any problems with your installation and setup, please contact JKS Manufacturing for technical assistance.

JKS Technical Support	
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