

SFR XJ/MJ/ZJ OTK Track Bar Kit

Installation Instructions



Thank you for your purchase. Please thoroughly read and understand these instructions before starting. If you have any questions let us know and we will be glad to help. This is a somewhat in depth conversion and installation should be done by qualified personnel. Installation requires welding, cutting, and general mechanical knowledge. This kit was designed to be used in conjunction with a 3"-6" lift, but should fit most vehicles. Due to the nature of this kit, and the wide range of possible combinations of other components there is some modification and fitting to be expected.

Any modification to your steering, brakes, or suspension will alter how your vehicle drives. Care must be taken to avoid loss of control or rollover of modified vehicles. SFR Products are sold for Off-Road vehicles. The driver of the vehicle is responsible for its safe operation and use.

The first thing you need to do is verify that you have everything. Please let us know if you are missing anything. You should have

- 1 Frame Track Bar Mount
- 1 Axle Track Bar Mount
- 2 bolts, with nuts and washers
- 2 short and 2 long misalignment spacers
- 1 Aluminum Track Bar
- 2 3/4" Heim Joints and Jam nuts

Before beginning there are a few special tools you will need. In addition to a good selection of normal wrenches, sockets, etc. Air tools will make the job go much easier, but are not mandatory.

- Welder. 220V professional grade is recommended.
- Grinder with cut-off wheel, flap wheel, etc.
- Torque wrench

There are a number of places throughout this job where you will need to install a part, check fit, and remove the part again. We recommend installing everything loosely at first until all clearances have been verified and welding is completed.

- Start by removing your stock track bar, steering stabilizer and frame side track bar mount. Removing the steering links is also recommended to give better access
- Use a plasma cutter or cut off wheel to remove the stock track bar mount and steering stabilizer bracket. Be careful not to cut into the spring bucket while doing this. Grind all edges smooth. When you are finished the passenger spring bucket should look like the photo below on the left. This is also a good time to clean any paint, rust, dirt, etc. from the axle housing. On the passenger side you will want to clean from the upper control arm mount out to the inner knuckle.
- We also recommend adding our spring bucket supports to add additional strength. This is not mandatory, but is a good addition, and easy to install at this time.
- You can now remove the factory upper track bar bracket and install the SFR bracket in its place using the original hardware
- Assemble the track bar with the long spacers on the frame end and install. You will need to center the axle at ride height and adjust the track bar length accordingly. The choice of which hole to use on the axle end depends on your drag link angle. You will want to set your vehicle on the ground at ride height and choose the hole that will put the track bar at as close to the same angle as the drag link as possible.
- Center the axle and use the track bar to Position the SFR lower track bar bracket on the axle tube. In most cases the bracket should sit all the way against the spring bucket. (See right photo below) You may need to do some slight grinding and adjusting if the spring bucket weld prevents a good fit. In some cases you may need to slide the bracket slightly to the drivers side to center the axle. The bracket should be rotated forward just enough that the track bar will clear the diff cover when the suspension is compressed. We recommend only tack welding this bracket until all clearances have been checked with everything assembled.
- Once all clearances have been checked you may fully weld the axle mount, and torque all bolts and jam nuts properly.

