



KOR-9906 Retrofit Sleeve and Bolt Kit Install Guide

List of Tools You'll Need For This Installation:

13/16" socket | Large Flat Blade screwdriver or pry bar | 9/16" drill bit | Electric Drill Optional tools: Air Impact Driver | Torque Wrench

Important Note - Please read first! You may be asking yourself why the bolts do not slide into the sleeves right now, and only fit up to the shoulder of the bolt. Worry not! This kit is designed for interference fit. In order to provide the snuggest fit possible, it is necessary to tap the bolt into the sleeves in order to seat the bolt. As long as the bolt threads fit inside the sleeves, you are in good shape. The bolts can be tapped back out for bushing service. All kits are test fit prior to shipment to ensure clearance, but please let us know if you have any questions. Thank you!

Step 1: Move Jeep forward and backward two times in its parking space, without touching the steering wheel, to eliminate any bind on the steering mechanism.

Step 2: Locate axle-side connection of track bar, which is held in with one bolt facing forward, and a nut (typically with a steel tab welded to it) facing rearward, on the front axle.

Step 3: Remove track bar bolt. Common hex sizes are 15mm and 16mm.

Step 4: Spread the bracket "tabs", if necessary, allowing the axle side of the track bar to drop away from the bracket. Let it hang safely.

Step 5: Remove the sleeve from the aftermarket track bar by sliding it out of the bushing set. If you have a factory style rubber bushing, you will need to press it out using a vice. (Often, removing the upper track bar bolt will allow you to do this easier)

Step 6: Check the fitment of the new sleeve in the existing bushings, or remove and replace the existing bushings with new bushings and then check the fitment. It needs to be nice and snug, but shouldn't need to be "forced" in using a vice.

Step 7: If the sleeve fits well, then remove it again, lube it with a mineral-oil based lubricant, such as our KOR-1109 poly bushing lube tube, and reinstall. DO NOT use petroleum-based lubricant, which softens polyurethane.

Step 8: Drill out the track bar bolt hole on the axle side using your 9/16" drill bit. You will want to drill through the factory captured nut that is welded to the axle mount. Do not bother trying to remove it for this install. The tabbed nut will slide in behind it.

Step 9: Rotate the track bar up and into position. Assuming there was no side load on the steering components when you removed the old bolt, it should almost perfectly align. If not, have an assistant slowly turn the wheel to the right if the track bar is too short, or to the left if the track bar is too long. This will effectively move the body of the Jeep left and right, floating over the top of the axle, and allow you to re-center the hole.

Step 10: Slide the new 9/16" bolt through the hole and fish the 9/16" tabbed nut inside the rear side of the bracket behind the factory captured nut (if it is still welded in there- if not, just place the tabbed nut where the factory nut was).

Step 11: If you have an air impact driver, now is a GREAT time to put it to use...it'll make your life a lot easier.

Step 12: Tighten down the bolt to 125lb/ft of torque, which is just a bit tighter than a lug nut on a wheel, if you don't have a torque wrench.

Step 13: Enjoy your new tighter steering feel from the steering wheel, and the reduced propensity for Death Wobble.