



# Kevin's Offroad WJ Dual Steering Stabilizer

By the Members of JeepsUnlimited.com Grand Cherokee Forum.



**Tools you'll need: a 1/2" drill bit and drill motor, a vice and/or block of wood and a rubber mallet.**

1. First, take the stock stabilizer out by removing the bolt from the axle mount end of the stabilizer. The nut on the bottom of the axle mount is welded on, so just leave it alone. Remove the bolt from the tie-rod clamp end of the stabilizer and remove the stock stabilizer. You may need to pry the metal apart at the axle mount end to loosen it enough to pull the stabilizer out. It doesn't take much, so be persistent.
2. Drill the tie-rod clamp holes out to 1/2". The holes in the tie-rod clamp also need to be drilled out to 1/2" diameter to accommodate the larger bolt. You may need to use a C-Clamp to tighten the tie-rod clamp into position for drilling, or it will spin around and make this a major task to accomplish.
3. Attach the hardware to the piston end of the stabilizer as follows: Put one of the large flat washers on the large bolt. Put the bolt and washer into the eyelet of the stabilizer. Place another large washer on the bolt so that the large end of the stabilizer is now sandwiched between two large flat washers. Now, slide the larger nut onto the bolt, this will act as a spacer to move the stabilizer into proper alignment with the axle. You are now ready to install the stabilizer onto your WJ.

4. First, rotate the tie-rod clamp 180° so that the clamp's bolt hole is on TOP of the tie rod, saving your stabilizer about 2" of ground clearance.
5. Attach the body end of the stabilizer to the axle mount, and just like before when you removed the stock stabilizer, you may have to pry the metal mount apart just a little to get the stabilizer's end into the mount.
6. Attach the piston end of the stabilizer (with all of the assembled hardware) to the inverted tie-rod clamp of the WJ from the back heading forward. Once you have the bolt through tie-rod clamp, add your lock washer, and lastly, thread on the smaller nut. Hand tighten the nut enough to keep the parts from falling out, then tighten the hardware on the large end of the stabilizer to spec. (i.e.; tighten it enough so it won't fall off. I don't have a torque recommendation). You might also want to use some lock-tite or similar product.

**VERY IMPORTANT!!!** Inspect the location of the stabilizer housing versus the bottom of the track bar mount. When you turn the wheels to the right, will it hit? Have someone turn the steering wheel slowly to the right as you watch for clearance. Assure that you have at least 1/4" clearance...and 1/2"

would be even better, as when you articulate, the clearance changes. TRIPLE CHECK the clearance by moving the steering wheel in both directions before you leave the driveway!!! Your power steering gear will EASILY puncture a hole in the stabilizer if you have it rotated too high!!! Enjoy the new, tighter feeling of a GOOD quality steering stabilizer versus the puny stock one.

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## Kevin's Offroad Secondary Stabilizer Kit for 99-04 WJ Jeep Grand Cherokee Installation Guide

### Time and Difficulty:

This installation ranks at about level 2 on a 1 to 5 scale (fairly easy). It should take approximately 45 minutes to complete.

### Tools Needed:

- 1/2" drill bit; Drill; Channel Lock pliers; Socket set; An assistant; Loc-Tite (if you wish)
- First, inspect all the parts and visualize how the install will go. In the hardware kit, you should have 2 clamps (depending on the version you ordered, you may have one larger and one smaller clamp, or two equal clamps), two bolts, two 1/2" nuts, two lock washers, four flat washers, two 5/8" spacer nuts, and one bushing sleeve. You might also want to use some Loc-Tite or similar product.
- For each end, installation order is: Bolt, flat washer, shock loop, flat washer, 5/8" spacer nut, clamp, lock washer, nut. You might also want to use some loc-tite or similar product to the threads during install.
- The included sleeve needs to be pushed into the end of the stabilizer that does not have one.
- If you have the factory WJ Track Bar, place the SMALLER clamp around the Track Bar. If you have the aftermarket Track Bar version, then both clamps will be the same size.

**Install Instructions:**

Using the included clamps and a pair of Channel Lock pliers, pry the clamp mouths apart and slide one over the drag link and one over the track bar. Use the enclosed hardware to clamp it down, similar to the WJ primary stabilizer hardware kit (KOR-1012), or as I discussed above. I'd like to see the stabilizer as close to parallel with the drag link as possible, so flip the clamps either over the top, under the bottom, or one up and one down to achieve the right angle of the stabilizer, depending on the amount of lift on your rig.

**BE EXTREMELY CAUTIOUS** that you mount the stabilizer so that it will clear all of the moving parts, so after you have it in position, tighten it down loosely, and have your assistant SLOWLY move the steering wheel back and forth from lock to lock, assuring that you don't over compress or extend the stabilizer, and that your hardware doesn't hit anything.

The foolproof way to locate the stabilizer left to right is to have the tires turned all the way to the right, compress the stabilizer all the way, and then draw the stabilizer out 1/2" and mount it in that location. FYI, the stroke on the WJ is offset... 3.5" to the right and 2-5/8" to the left, so don't mount the stabilizer in the center of its stroke or you will bottom it out when turning left.

Make sure to have your assistant hold the steering wheel all the way or you will get an incorrect starting spot, rather than turning off the engine and allowing the wheels to move after the engine is shut down.

You should get a measurement of around 15.75" +/- .25" when the wheels are straight ahead. Before you tighten everything down, check for clearance one more time, and to assure that you don't have the stabilizer rotated too far upward or downward by having your assistant slowly turn the wheel leftward and rightward to assure that it's not hitting anything, and you're good to go. Tighten it down on both ends, and enjoy your MUCH more DW-resistant steering, or your increased ground clearance if you purchased it to get the factory one up and out of the way of rocks.

VERY IMPORTANT!!! Inspect the location of the stabilizer housing versus the bottom of the track bar mount. When you turn the wheels to the right, will it hit? Have someone turn the steering wheel slowly to the right as you watch for clearance. Assure that you have at least 1/4" clearance...and 1/2" would be even better, as when you articulate, the clearance changes.

TRIPLE CHECK the clearance by moving the steering wheel in both directions before you leave the driveway!!! Your power steering gear will EASILY puncture a hole in the stabilizer if you have it rotated too high!!!

That's it. Enjoy the lessened "jerking" back and forth in your steering wheel, when you run over imperfections in the road or on the trail.

We appreciate your business!