

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

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.

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" nut inside the rear side of the bracket. It's a bit of a chore, but patience and tenacity pay off. It's easier to turn the bolt by its head than it is to turn the nut inside the bracket.

Step 11: Once you get the nut threaded on the bolt several turns, you can use your ratchet to crank it down. Unfortunately, Jeep didn't give us much room to work, so the easiest thing to do is to insert a flat blade screwdriver or pry bar through the slot in the axle bracket, and wedge it between the ears of the nut and the bottom of the bracket. 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.