Part#: **124452**

Product: **Front Track Bar Bracket**

Application: **2007 Jeep Wrangler JK**

READ AND UNDERSTAND ALL INSTRUCTIONS AND WARNINGS PRIOR TO INSTALLATION OF SYSTEM AND OPERATION OF VEHICLE.
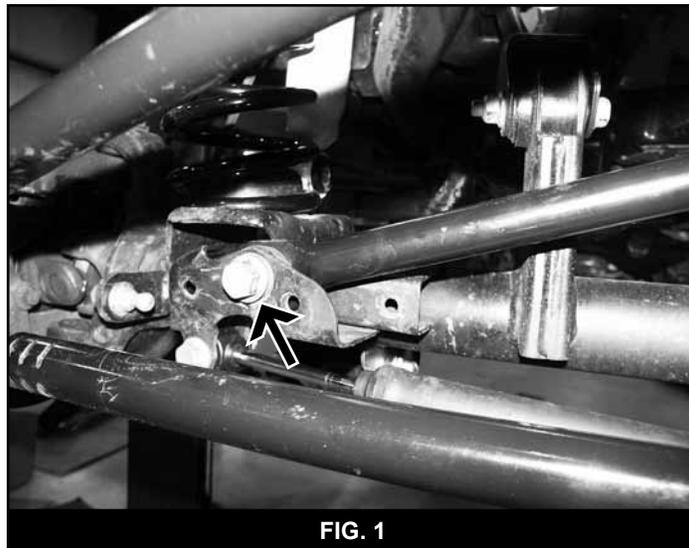

SAFETY WARNING BDS Suspension Co. recommends this system be installed by a professional technician. In addition to these instructions, professional knowledge of disassembly/ reassembly procedures and post installation checks must be known.

○ *Notes: A dropped pitman arm is HIGHLY recommended. Do NOT combine this with a kit that lowers the front track bar at the frame. Early production JK models will require 3" front bump stops to keep the driveshaft slip boot from interfering with the side of the transmission. The boot can also be removed to keep this from happening.*

INSTALLATION INSTRUCTIONS

1. Park vehicle on clean flat surface, block rear wheels for safety.

2. Disconnect front track bar at the axle. (Fig 1)

FIG. 1

3. Locate and drill the two small hole in the front face of the OE track bar bracket to 7/16". Drill the single small hole in the back face of the bracket to 1/2". (Fig 2)
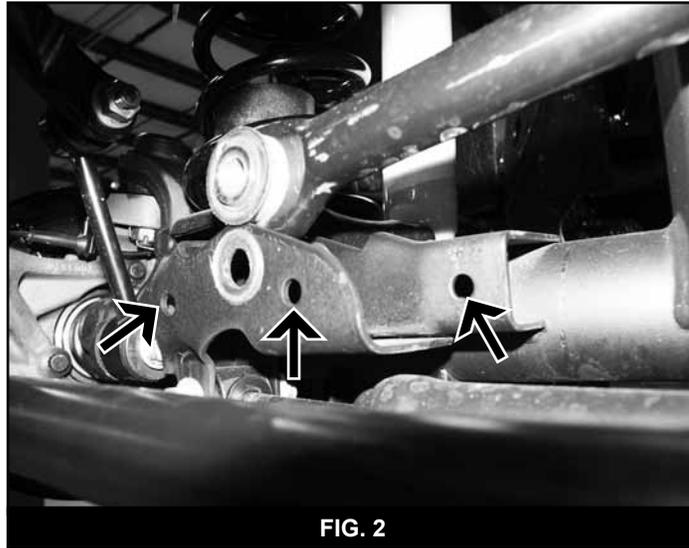
FIG. 2

4. Place track bar relocation bracket (01964) over the OE mount. Install the provided #69 crush sleeve (0.750 x 0.083 x 1.375) between bracket and OE pocket.

5. Attach track bar bracket to OE mount with 7/16" x 1" bolts, washers, and nuts in the front two holes. Attach the bracket to the back hole with a 1/2" x 1" bolt, washer and square nut. Use 9/16" x 3" bolt, washers and nut through the OE track bar position. Do not hook up the track bar at this time. Note: All hardware is located in bolt pack #562.

6. Tighten 9/16" hardware to 95 ft-lbs, and 7/16" hardware to 45 ft-lbs.

7. Position the new track bar support bracket (01393) on the back side of the track bar bracket by aligning the large hole in the bracket to the top hole in the already installed track bar bracket. The tabs on the support bracket will set against the coil mount (top in the front and inside surface in the back). Install the provided 9/16" x 3-1/2" bolt (BP 645) through the track bar bracket and support bracket to help keep the support in place. (Fig 3)

FIG. 3

8. Make sure the support bracket is setting flush to all mounting surfaces and mark the two holes to be drilling in the coil mount. Remove the support bracket and drill 3/8" holes at the marks.

9. Reinstall the support bracket on the axle with 3/8" x 1-1/4" bolts, nuts and washer (BP 645) in the new holes. Leave hardware loose.

10. Attach the front track bar to the new axle bracket with the provided 9/16" x 3-1/2" bolt nut and washers (BP 645). Have an assistant turn the steering wheel to aid in aligning the track bar bolt. Run the bolt from front to rear through the bracket, track bar and support bracket. Torque the track bar bolt to 95 ft-lbs. Torque the 3/8" support bracket hardware to 35 ft-lbs.

11. A high clearance steering stabilizer relocation tab is built into the new relocation bracket. Disconnect the stabilizer from the OE axle mount, keep hardware.

12. Loosen the u-bolts on the tie rod stabilizer bracket enough to allow the bracket to slide and rotate.

13. Attach the stabilizer to the new mount with the OE hardware. (Fig 4,5 – shown with optional replacement cylinder)

FIG. 4

FIG. 5

14. Turn the wheel all the way to the driver's side. Extend the cylinder completely, rotate the bracket so the stabilizer is above the tie rod, and snug the u-bolts.

15. Tighten u-bolts to 20 ft-lbs and stabilizer 12mm bolt to 55 ft-lbs.

16. Perform a steering sweep and ensure no interference occurs, adjust stabilizer or steering stops as necessary.

17. Adjust steering wheel so that it is centered. Do not drive with the wheel off-center, it WILL cause problems with the ESP.

18. Check all fasteners for proper torque, recheck at 500 miles and regularly scheduled maintenance intervals.