

KevinsOffroad Steering Stabilizer install for Jeep Grand Cherokee WJ (99-04) By the Members of JeepsUnlimited.com Grand Cherokee Forum. Drafted by Beavis, Edited by me. --KF--

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

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.

Now, remove the metal bushing sleeve from the stock stabilizer's thin end (the end that was previously attached to the axle mount). This bushing is the perfect size to put on the long bolt that came in the kit so it will fit in the big end of the stabilizer properly. Using a press or vice, remove the metal sleeve from the rubber bushing on the stock stabilizer. You can also use a hammer and a flat-bladed screwdriver. The bolt's shoulder will press the metal sleeve out the other side. If you're using a vice, put the end of the stock stabilizer in so that the sleeve is free to get pressed out the other side. If you're using a mallet, make sure that you place the stabilizer on a block of wood wrapped in a cloth so as not to damage the steel loop or shock body. Put the free end of the two-ended bolt on the traveling side of the vice and tighten it down. This isn't a perfect solution but it will work, you may have to reposition the stock stabilizer several times as you tighten it down. Once you have freed the metal sleeve from the stock stabilizer, insert it into the large end of the new stabilizer (the end that does not already contain a metal sleeve). 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. Attach the hardware to the large end of the stabilizer as follows: Put one of the large flat washers on the large bolt. Put the bolt and washer into the large end 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.

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. Attach the small 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 small end into the mount. As before when you removed the stock stabilizer, you will have to pry the metal mount apart just a little to get the stabilizer's small end into the mount. Attach the large end (with all of your loose hardware) of the stabilizer to the inverted tie-rod clamp of the WJ from the back heading forward. Once you have the bolt through the drilled out holes of the tie-rod clamp, add your 5/8" spacer nut, stabilizer loop, 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.