



Steering Stabilizer Relocation

2018+ JL Wrangler and 2020+ JT Gladiator

NEW PRODUCT

Please visit www.aev-conversions.com to view the most current installation guide for this product.

This is a new product and we want to make sure that you receive the latest and most accurate information based on customer feedback, product revisions, and/or model year updates. We value customer feedback, so we encourage you to contact our Technical Support department if you have any suggestions on how to make the installation of this product easier or if you have any questions regarding the installation of this product. AEV's Technical Support can be reached by email at tech@aev-conversions.com or by giving us a call at (248)-926-0256.



PLEASE READ BEFORE YOU START

To guarantee quality installation, we recommend reading these instructions thoroughly before beginning any work. These instructions assume a certain amount of mechanical ability and are not written nor intended for someone not familiar with auto repair.

INCLUDED PARTS	QTY	REQUIRED TOOLS
Steering Damper Clamp	1	Common Hand Tools
Hardware Kit	1	7/8" Deep Socket Blue Threadlocker



I. Installation

1. It is recommended to perform this installation with your vehicle on all four tires on level ground. This installation requires removing the track bar bolt at the axle end. If the vehicle is not sitting level on all four tires, the track bar may be difficult to re-install.
2. Remove the stock steering damper from vehicle.
 - A. Locate and remove the two steering damper bolts that attach the damper to the vehicle (Fig. 1 & 2).



Figure 1

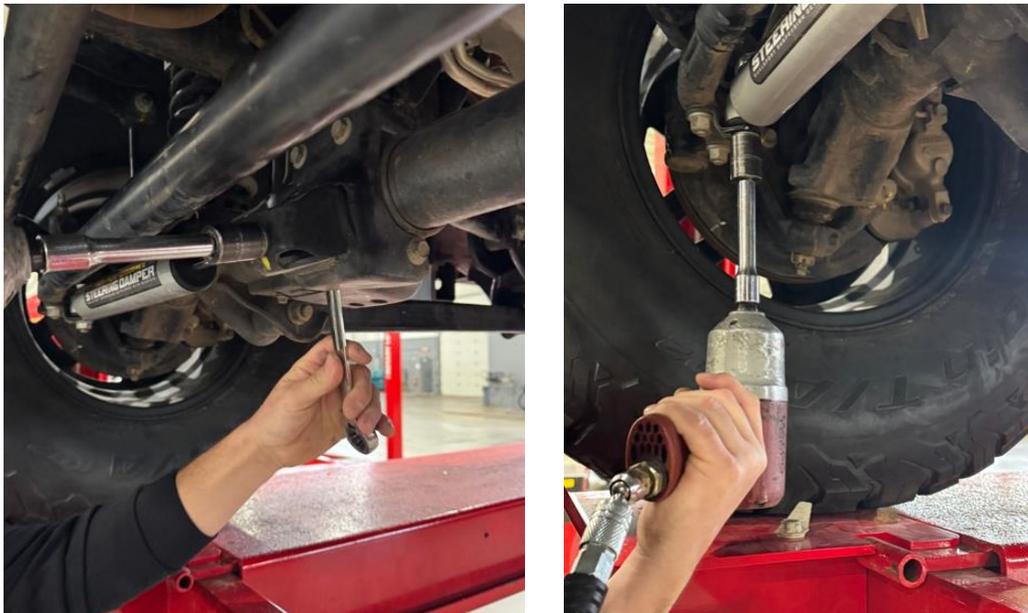


Figure 2



3. Remove the track bar bolt and flag nut at the axle end of the track bar (Fig. 3). Set aside the flag nut for later use.



Figure 3

4. Once the track bar bolt is removed, install the double ended stud that comes with the AEV relocation kit. Note that each end of the stud has different diameter threads (M14 x 1.5 and M12 x 1.75).
 - A. Place the larger M14 washer provided in the kit on the M14 x 1.5 end of the stud and install the M14 end through the mounting bracket and track bar (Fig. 4). Secure with the M14 flag nut that was previously removed and torque the bolt with a 7/8" deep socket to 150 NM (110 ft-lbs.).



Figure 4



5. Place an M12 washer provided onto the M12 x 1.75 end of the track bar stud and install the tube end of the steering damper onto the stud. Place another M12 washer onto the stud and secure with an M12 Hex Flange Nut provided (Fig. 5). Torque to 100 Nm (74 ft-lbs.).

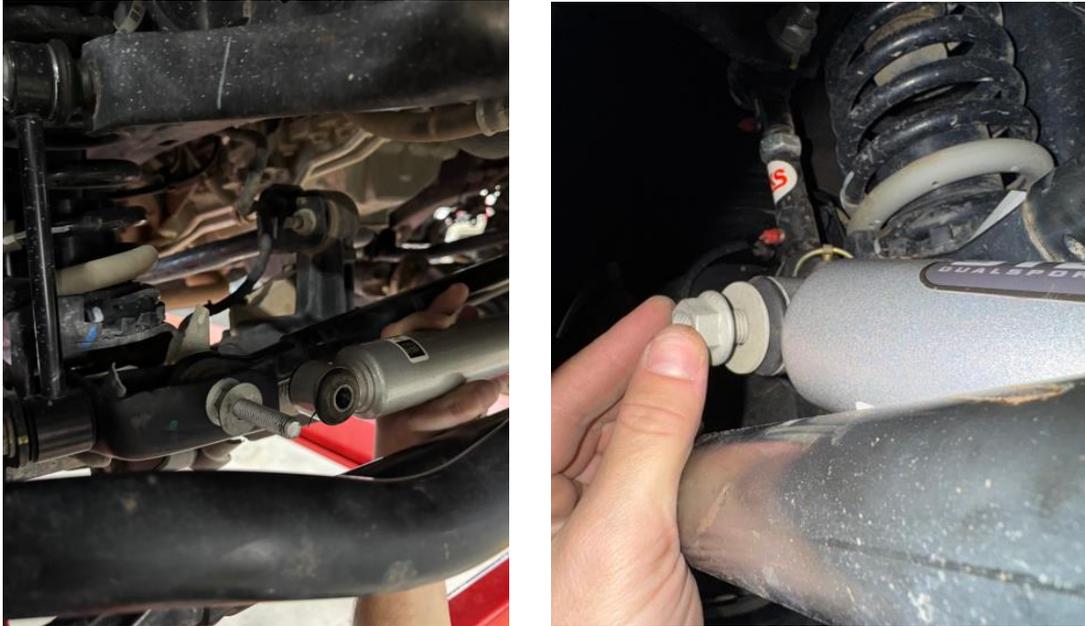


Figure 5

6. Next, loose install the new AEV clamp onto the tie rod using 4 M8 x 1.25 socket head bolts provided (Fig. 6). It is recommended to apply Blue Threadlocker to the bolts prior to installation. The bolts will feed up through the bottom of the clamp. The AEV logo should be facing towards the front of the vehicle.



Figure 6

7. Position the clamp along the tie rod to the dimensions shown below. From the passenger side end of the tie rod, the clamp should sit about 18.50" from the edge of the tie rod tube to the close edge of the clamp (Fig. 7). There may need to be some adjustment to make sure the clamp is in the correct location along the tie rod to allow the damper to have full range of motion without bottoming out while steering to full lock.



Figure 7

8. Once the clamp is in the correct location, install the rod end of the damper to the top of the AEV clamp using the provided M12 x 1.75 hex head bolt. Place M12 washers on both ends of the damper bushing and add blue threadlocker (Fig. 8). Torque to 68 Nm (50 ft-lbs.).



Figure 8

9. Once the damper is torqued to spec on the clamp, torque the remaining M8 socket head bolts securing the clamp to the tie rod to 22 Nm (16 ft-lbs.). Installation is now complete (Fig. 9).



Figure 9