Step 1 1-Ton Steering Kit Install Instructions





Step by step on how to install the 1-Ton Steering Kit. Please read all steps carefully before starting the install.

Installation Video: https://www.youtube.com/watch?v=ezzBJH5QADo

Questions or Support:
Phone: 269-353-1184
Email: info@victory4x4.com

Step 2 Included Parts



Check that you have all of the parts shown before starting.

Step 3 Lift Vehicle





Chock the rear tires, raise the Jeep, and set jack stands. Pull the front tires. Have on hand: grinder or cutting tool, welder (for optional sway bar mounts), 7 degree reamer, drill with 1/2 chuck, 5/8 and 11/16 bits, red Loctite 271, paint marker, jack, hammer.

Step 4 Measure TRE Centers





Measure from the center of each TRE on the knuckles and save the measurement. It helps with alignment later.

Step 5 Remove Knuckle Steering





Remove the stock steering from the knuckles. The castle nuts take a 3/4 deep well socket. If worn TREs spin, put a jack under the TRE body and push up into the knuckle to loosen the nuts.

Step 6 Remove Pitman Steering





Remove the stock steering from the pitman arm (a hammer may help) and the steering stabilizer from the axle. The whole stock steering assembly comes out.

Step 7 Remove Sway Bar Links





Remove the sway bar links and hardware on the axle mounts. Optionally pull the front coil springs now. If cutting with flame or plasma, or welding, unbolt the axle end of the track bar and bungee it out of the way.

Step 8 Trim Coil Buckets





Time to cut. Trim the coil buckets and sway bar mounts as shown in the photos, removing the steering stabilizer bracket completely. Trim both coil buckets so there is room for just the coil spring width on the perch.

Step 9 Clean Up Cuts





Clean up the cuts with a grinder (4 inch flap wheel works well), and wire brush the paint and rust off the axle brackets and inner C. Patch pieces are optional but add strength. Keep the coil edge close to the bucket end for tie rod clearance.

Step 10 Ream Pitman Arm





Ream the pitman arm, off the vehicle in a vice or on it. Drill the hole to 11/16 (or 5/8) parallel to the original, then ream from the bottom with cutting oil, checking often with a drag link TRE. Stop when the castle nut threads far enough for the cotter pin. Reinstall with red Loctite.

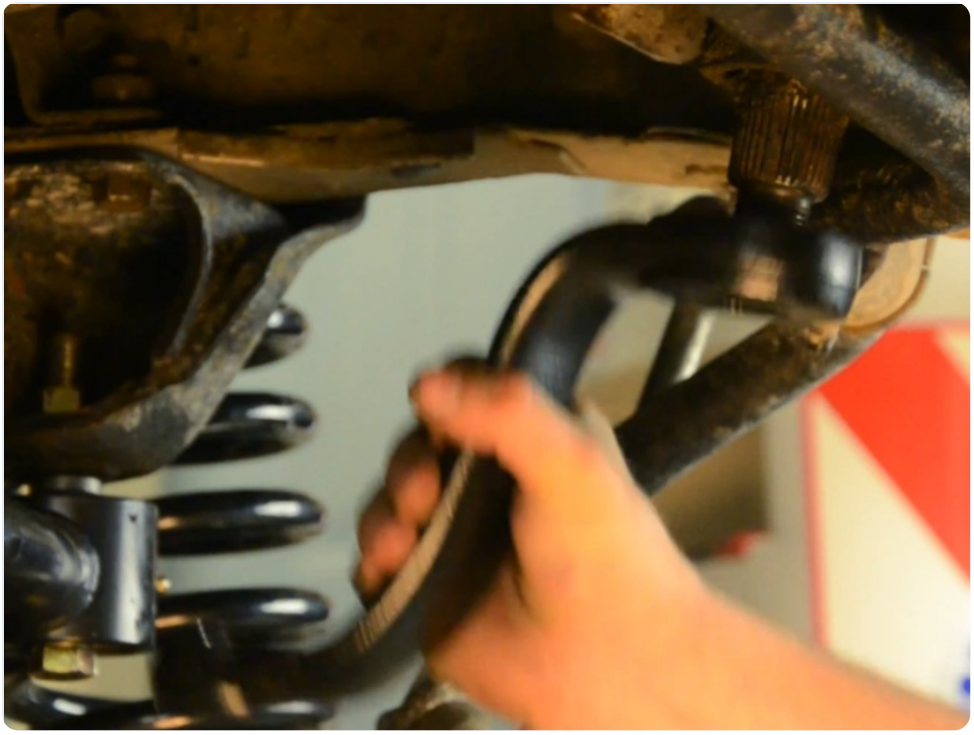
Step 11 Ream Knuckles





Ream the knuckles. Drill both TRE holes to 5/8 parallel to the originals, then ream from the TOP with cutting oil, checking with a tie rod TRE. Stop when the castle nut threads on far enough for the cotter pin.

Step 12 Test Fit Tie Rod





Reinstall the track bar if removed. Loosely install the tie rod into the knuckles and set it to your step 2 measurement, aiming for 0 toe. Loosely install the drag link into the pitman arm and tie rod and set the wheel near center at ride height.

Step 13 Check Clearance





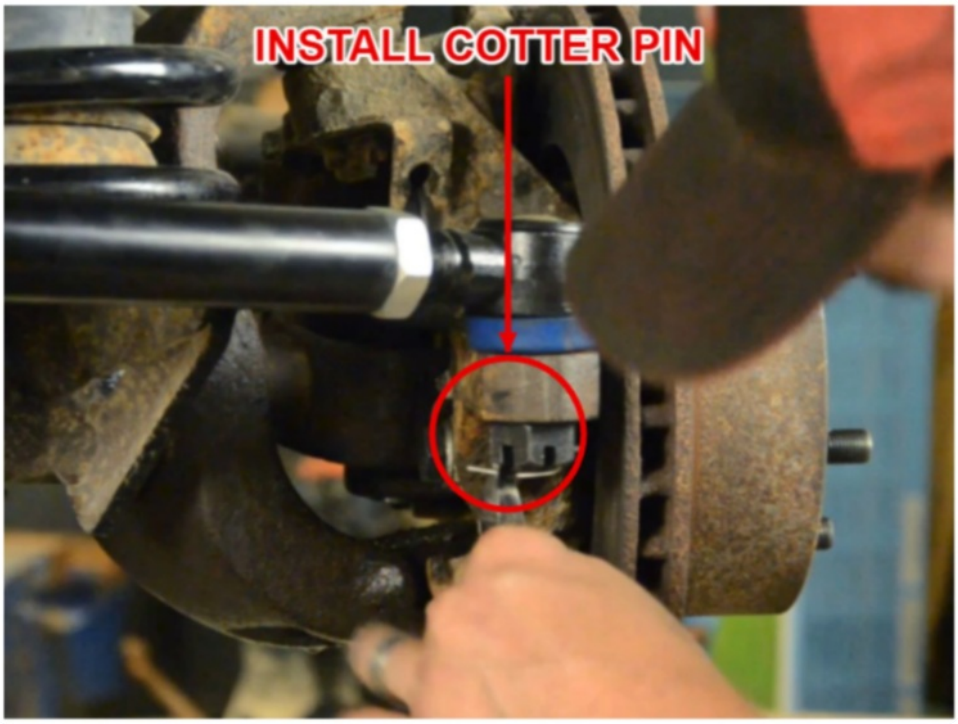
Cycle lock to lock and compression to full droop, checking tie rod and drag link clearance at the coils, diff cover, track bar and sway bar mounts. Fix coil clearance with steering stops. Weld the sway bar mount and rectangle spacer to the coil bucket as shown, then add the bracing.

Step 14 Paint Rods



Paint the rods (they ship unfinished) with the TREs left in and taped off to protect the threads. Reassemble with equal thread showing on each side. Anti-seize the TRE threads. Replace the dust boot on the ES2233L with the supplied polyurethane spacer.

Step 15 Install Tie Rod





Install the tie rod and tighten the castle nuts very tight so the cotter pin hole shows between the points. Install the cotter pins. Bolt the drag link on with the longest TRE on the passenger side and tighten and pin the same way.

Step 16 Set Toe





Reinstall the wheels and center the steering. Measure front and rear tire points for 0 to 1/8 inch toe-in, add red Loctite to the TRE threads, tighten the jam nuts, and mark each jam nut and rod with a paint marker so any loosening is easy to spot.

Step 17 Center Steering





Lower the Jeep and unlock the wheel. Sight down both tires to point them straight, then turn the drag link to bring the steering wheel to top center the shortest way. Recheck measurements, clean any anti-seize under the jam nuts, add red Loctite and tighten.

Step 18 Grease TREs





Grease all TREs after install and often after that. Keep the jam nuts tight at all times and always use red Loctite when adjusting them. A professional alignment is recommended. Questions: Tech@Jcroffroad.com or 269-353-1184 x20.

Step 19 Installation Complete



Confirm all hardware is tightened. Congrats! Your installation of the 1-Ton Steering Kit is now complete. Enjoy!