THIS BULLETIN SUPERSEDES SERVICE BULLETIN 02-008-15, DATED DECEMBER 16, 2015, WHICH SHOULD BE REMOVED FROM YOUR FILES. ALL REVISIONS ARE HIGHLIGHTED WITH **ASTERISKS** AND INCLUDE THE REUSE OF THE U-BOLT.

SUBJECT:
Vibration/Shimmy At Low Speed With 4 Inch Mopar Lift Kit Installed

OVERVIEW:
This bulletin involves replacing the front track bar bracket to the front axle and checking alignment settings after repair.

MODELS:

2012-2015	(JK)	Jeep Wrangler

NOTE: This bulletin applies to vehicles within the following markets/countries: NAFTA.

NOTE: This bulletin applies to vehicles built before June 15, 2015 (MDH 0615XX).

SYMPTOM/CONDITION:
The customer may describe a vibration and/or shimmy at a low speed condition.

DIAGNOSIS:
If the customer describes the symptom/condition listed above, perform the Repair Procedure.

PARTS REQUIRED:

Qty.	Part No.	Description
1	68267705AB	Track Bar Bracket - Front
3	06101503	Bolt - M10 x 1.5 x 25
2	6104717AA	Nut - M10
1	06503231	Flag Nut - M10
1	6104719AA	Nut - M14
2	6104263AA	Bolt - M14 x 1.5 x 70
1	6508593AA	Flag Nut - M14

REPAIR PROCEDURE:
1. Raise and support the vehicle.
2. Remove the right front tire and wheel assembly.
3. Remove the upper track bar bolt and separate the track bar from the bracket.
4. Remove the passenger side stabilizer bar link and save the bolt and nut to be reinstalled later.
5. Remove the steering stabilizer, this will be reused.
6. Remove the lower bolt to the stabilizer link and move the link out of the way.
7. Remove the track bar bracket by removing all fasteners and the U-bolt, **the U-bolt will be reinstalled later.**
8. Install the new track bar bracket and align it on the front axle. Make sure the tab is on the outer side of the stabilizer bar axle tab and that all holes align.

9. Install the provided new crush sleeve (1) in the kit and slide in between the production axle bracket and the new track bar bracket (Fig. 1).

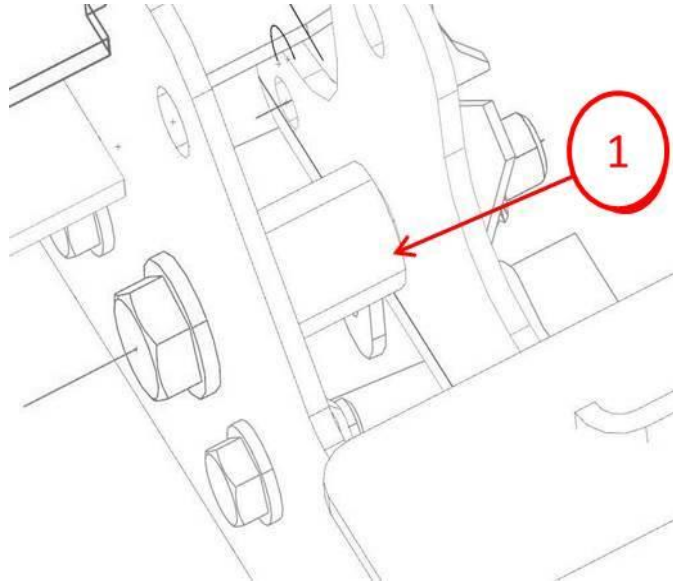**NOTE: Pry the tabs apart if needed to slide the sleeve in place.**

Fig. 1 Crush Sleeve

1 - Crush sleeve

10. Slide the new M14 bolt between (3) the sleeve and place the M14 flag nut on the backside. After the rest of the fasteners are installed, tighten to to 169 N·m (125 ft-lbs) (Fig. 2).
11. Install the M10 fasteners starting with the one on the back side of the bracket (4), and use the provided M10 flag nut. Next, install the two M10 fasteners (2) on the front with the M10 nuts. After all fasteners are installed, tighten to to 81 N·m (60 ft-lbs) (Fig. 2).
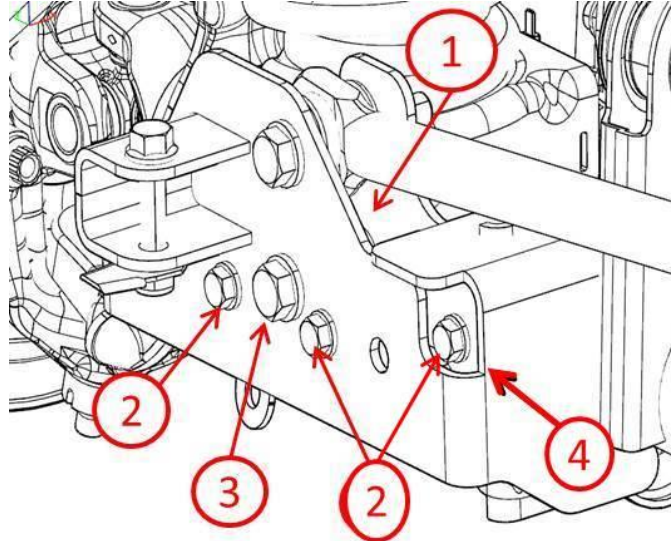
Fig. 2 New Track Bar Bracket

1 - Crush sleeve

2 - M10 fastener

3 - M14 bolt

4 - Bracket

12. Reinstall the production stabilizer link on the inside of the bracket reusing the production bolt (1) and nut. Tighten to 108 N·m (80 ft-lbs) (Fig. 3).
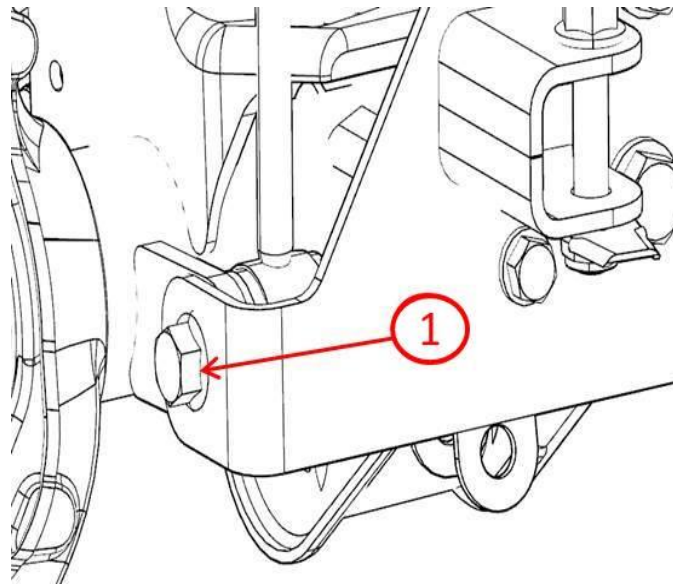

Fig. 3 Stabilizer Bolt

1 - Stabilizer bolt

13. **Install the U-bolt that was removed previously (1)** on the bracket with the provided nuts (Fig. 4).

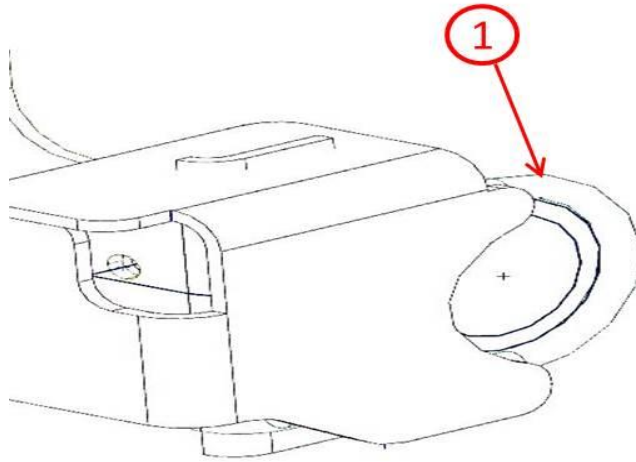**Fig. 4 U Bolt**

1 - U-bolt

14. Tighten the nuts for the U-bolt to 54 N·m (40 ft-lbs) (Fig. 5).
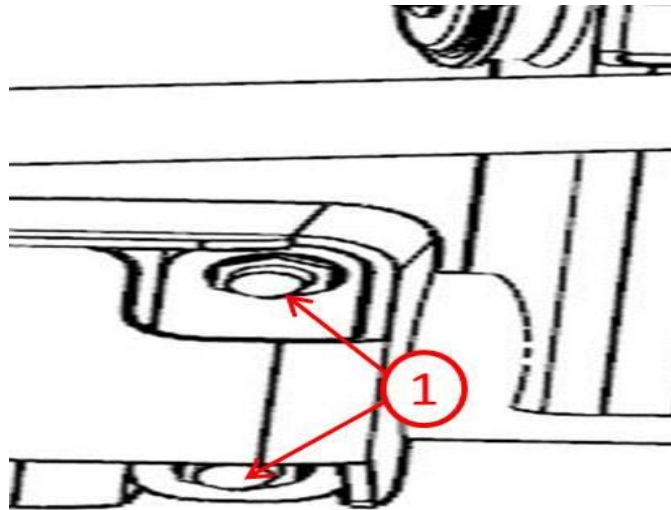
Fig. 5 U Bolt Nuts

1 - Nuts

15. Install the tire and wheel assembly and torque the nuts to 165 N·m (122 ft-lbs).
16. Lower the vehicle on the ground and turn the wheels to assist and install the track bar bolt through the upper hole with the provided new M14 nut. Tighten the nut to 169 N·m (125 ft-lbs).

NOTE: Turn the steering to help align the track bar hole and install the M14 bolt.

17. Loosen the tie rod end for the steering stabilizer mount and rotate it in an upward position. Turn the steering wheel all the way to the right. With the steering stabilizer fully compressed, slide the tie rod stabilizer mount over to attach the stabilizer. (There should be about 127 mm (5 in.) of the stabilizer rod showing after installed in the right hand lock position). Tighten the tie rod mount to 50 N·m (37 ft-lbs) and tighten the nut to 68 N·m (50 ft-lbs).
18. Install the stabilizer body (1) onto the bracket and reuse the production fasteners (Fig. 6). Tighten the nut (2) to 68 N·m (50 ft-lbs).
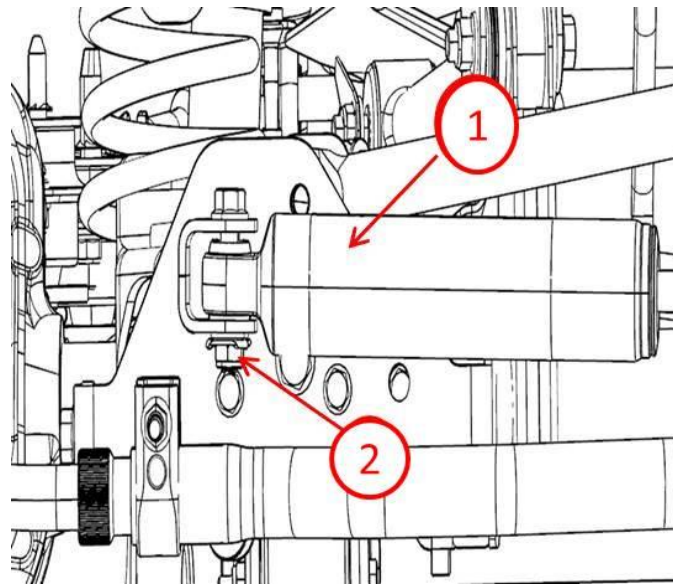

Fig. 6 Steering Stabilizer

1 - Steering stabilizer

2 - Steering stabilizer nut

19. Rotate the steering from lock to lock and check to make sure the steering stabilizer is clear and doesn't contact the track bar bracket. Adjust the stabilizer tie rod mount as needed for correct clearance.

NOTE: **Make sure that the steering dampener tie rod end points directly toward the left tie rod end. A string may be used to help with alignment if needed (Fig. 7).**
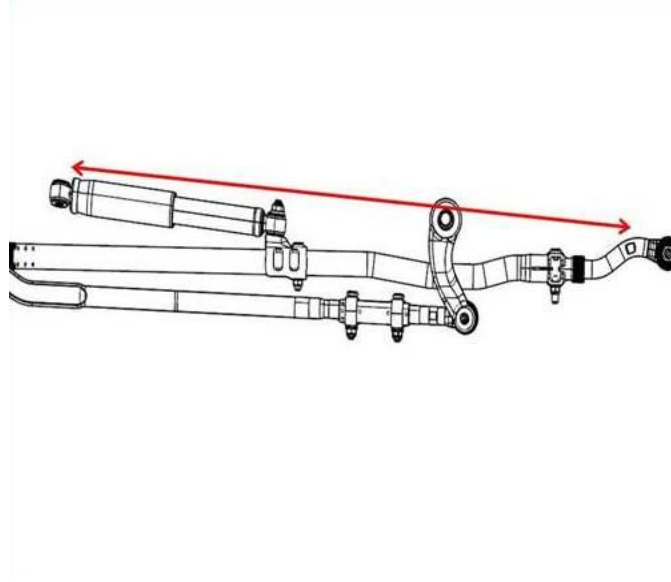

Fig. 7 Straight Line

20. Perform a complete wheel alignment. Refer to the detailed service procedures available in DealerCONNECT> TechCONNECT under: Service Info 02 - Front Suspension/Wheel Alignment/Standard Procedure.

NOTE: JK vehicles with this Mopar 4 in lift kit will have different alignment specs than a stock ride height JK vehicle.See table below for specs:

JK Mopar 4 inch lift kit target alignment specifications		
	Left Front	**Right Front**
Camber Fixed and cant be adjusted	-0.25°+/- 0.37°	-0.25°+/- 0.37°
Caster	3.20°+/- 1.00°	3.20°+/- 1.00°
Toe	0.075°-0.12°	0.075°-0.12°
Total Toe	0.20°- 0.15°	
Thrust Angle	0.00 +/- 0.25	

POLICY:
Reimbursable within the provisions of the warranty.

TIME ALLOWANCE:

Labor Operation No:	Description	Skill Category	Amount
02-20-03-94	Track Bar Bracket, Remove/Replace, Includes Wheel Alignment, Front End - Align (2 - Skilled)	4-Chassis Systems	1.6 Hrs.

NOTE: Effective June 28, 2012 Front and Rear-End Wheel Alignment Specifications are required to be entered through Claim Entry and must be submitted on a Warranty (W) Claim when applicable. (Rear End Wheel Alignment Specifications may not always be available and therefore are not required in these instances.)

FAILURE CODE:

ZZ	Service Action