



Dynamic Damping Stabilizer Kit OEM Rubicon D44 System Jeep JL (2018-2026)

Part Number: CAK691-DDS-OE-AX



Installation Guide



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General Installation Information

What Comes In The Kit

- One (1) HK3002 JL/JT Hose Kit
- MB52K Skid Plate Kit
- MB604 Hose Support Bracket
- SC3202 DDS Cylinder
- SCRK12 Rod End Kit

Tools Needed

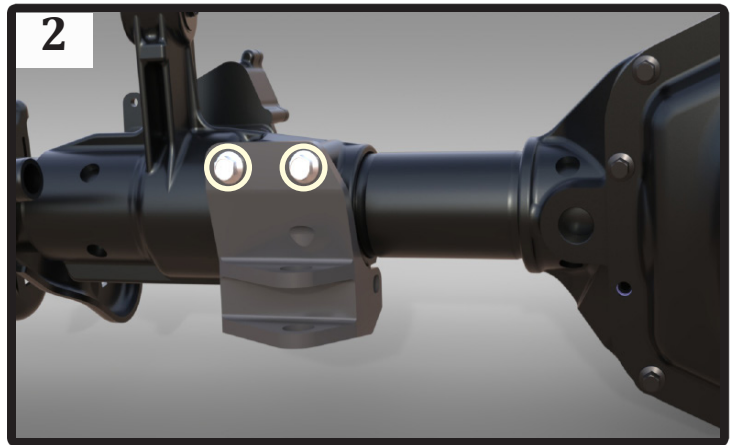
- One (1) 3/8" Ratchet
- One (1) Metric/SAE Socket Set
- One (1) Metric/SAE Wrench Set

Estimated Install Time: 4 Hours

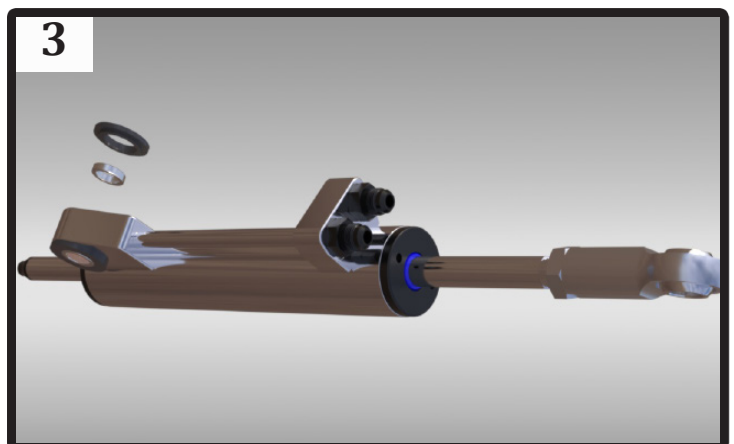
STEP 1: Remove and discard the steering damper from the tie rod and axle mount. Remove and discard the (3) three bolts securing the axle mount. Remove and discard the four (4) bolts securing the axle disconnect skid plate. Remove the highlighted bolt from the differential cover.



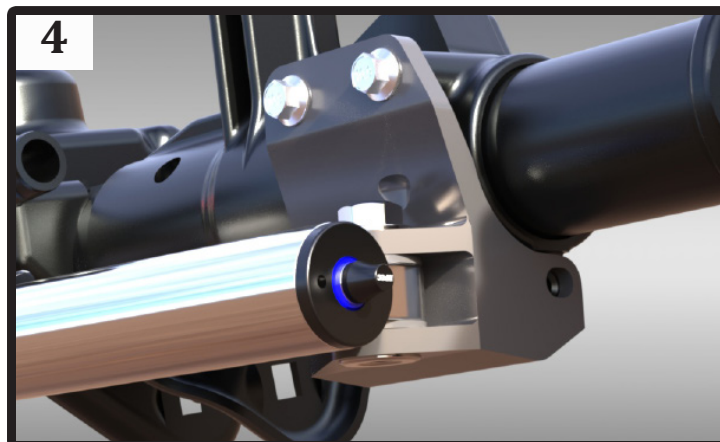
STEP 2: Install the DDS Axle Mount (12.47). Install only the top two (2) **M10-1.5x25mm** bolts at this time. Position the supplied stainless-steel spacer on the bottom side of the axle mount before installing the skid plate.



STEP 3: Assemble the SC3202 Cylinder now. Thread the supplied 5/8 jam nut and rod end onto the shaft. Insert spacers and anti-wobble bushing onto the cylinder as shown.



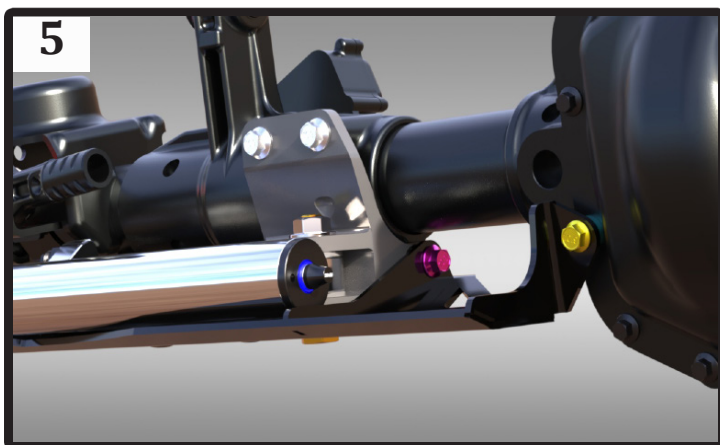
STEP 4: Install the Cylinder with spacers and anti-wobble bushings into the axle mount. Secure it in place using the stainless-steel adapters.



STEP 5:

Install the skid plate Using remaining hardware: (3) **MB-1.25 x 30 mm** and (1) **M10-1.5x30mm**. The **thinner spacer** will go between the skid plate tab and the diff cover. (Depending on your diff cover, a spacer may not be needed.)

Note: The track bar nut will need to be removed before the skid plate can be installed.



STEP 6: Refer to photo for rear bolts (M8-1.25x30mm) and **spacer** location.



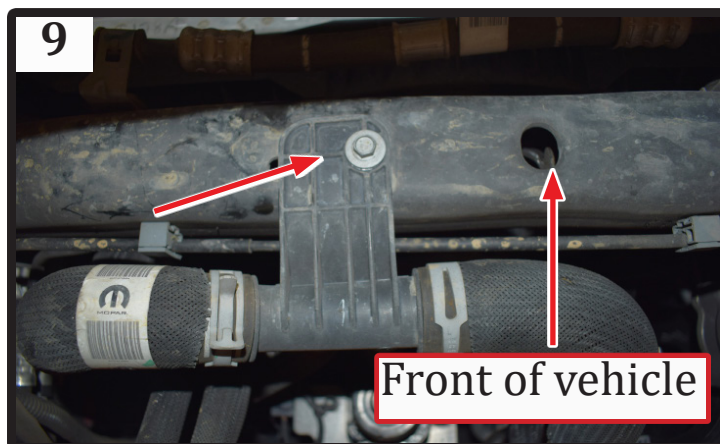
STEP 7: Turn the steering to the right, until the knuckle hits the steering stop on the backside of the axle. Install the tie rod mount with associated hardware, M12x1.5x70mm, washers and nuts.



STEP 8: Extend the cylinder rod and adjust the rod end until it aligns with the tie rod mount. Install the supplied adapters into the tie rod mount and secure the assembly using the 5/8-18 x 2" bolt.



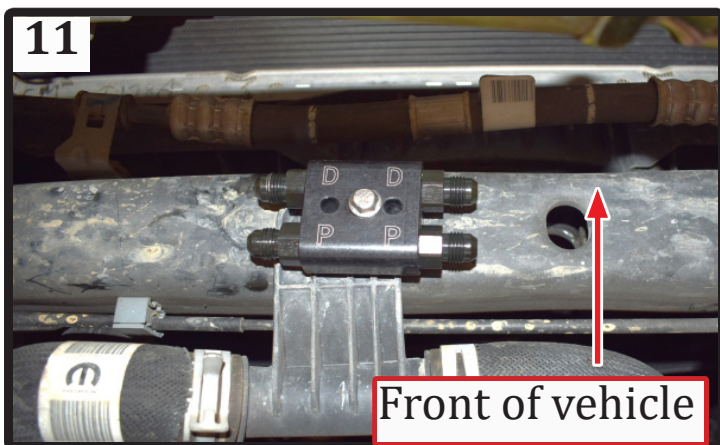
STEP 9: remove and discard the bolt found on the lower radiator hose



STEP 10: On the bench install the fittings to the MBK100. NOTE: the O-ring side of the fitting is installed to the block.



STEP 11: Install the MBK100 using the supplied 6m-1.0 x 50 to the lower radiator hose mount. NOTE: position the MBK100 with the D side towards the front of the vehicle.



STEP 12: Install the manifold to gearbox line: HA-H3002MG-D. The Driver side line connects to 'D' on the manifold and 'D' on the gearbox. (Both being towards the front of the Jeep.)



STEP 13: The Passenger side line (HA-H3002MG-P) will run beside the Driver side line and connect to 'P' on the gearbox and manifold.



STEP 14: Install the remaining hoses onto the manifold. HA-H3000MC-D and H3000MC-P.



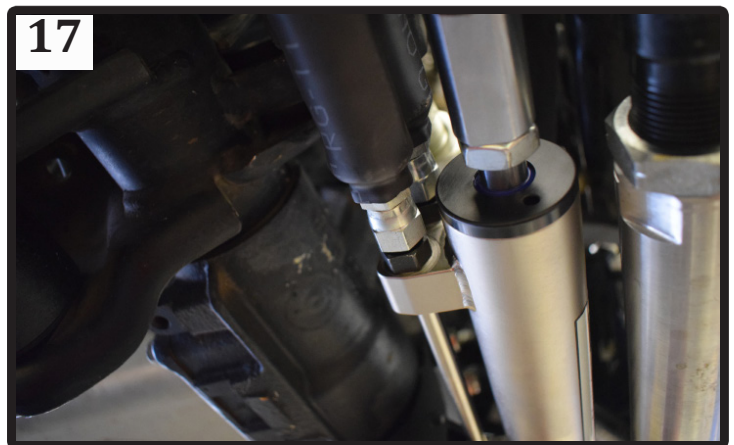
STEP 15: The Passenger Hose will route to the 'top' port of the cylinder.



STEP 16: Install the Driver hose in the same way.



STEP 17: Route hoses together and connect Driver side hose to the bottom port of the cylinder.



STEP 18: Remove passenger sway bar bolt from the axle to install hose bracket, reinstall bolt and nut. Use supplied cable ties to fasten hoses to the bracket as shown.



STEP 19: Torque all hardware to the following specifications:

- M6 - 10 ft lbs
- M8 - 24 ft lbs
- M10 - 48 ft lbs
- M12 - 85 ft lbs
- 5/8 - 150 ft lbs.



STEP 20: Check and tighten all lines.
Proceed to bleeding the system.

Note: Installation photos in this guide may include a combination of rendered images (created by a real person), display-stand installations, and vehicle-installed components. Appearance and component positioning may vary slightly from what is shown.



Bleeding Procedure

With the kit installed, the last step is adding PSC 715 or PSC TRU BLUE™ power steering fluid and bleeding the system of all air. This part takes patience and diligence to do it properly—but it's critical to purge all the air out of the system to prevent damage to the pump.

Step 1: With the engine off, jack up the front of the vehicle and put jack stands under the front axle. This makes the bleeding process easier.

Step 2: Add PSC fluid to the reservoir until it's about 1" to 1-1/2" from the top or with an OEM reservoir keep the level between min and max. **NOTE:** With a PSC reservoir make sure the filter submerged in fluid at all times.

Step 3: Turn the steering wheel lock to lock (all the way right and all the way left) to pull more fluid through the system. Add fluid as necessary and repeat until at least two quarts have gone into the system.

Step 4: Put the cap on the reservoir and start the engine for about 30 seconds—but **do not turn the steering wheel yet.**

NOTE: The fluid level in the reservoir will drop and get aerated. Letting a few minutes pass between startups will allow air bubbles to work their way out of the system. Refill the reservoir and repeat this process a couple of times.

Step 5: Start the engine and turn the steering wheel completely right and then left 10-15 times. Shut the engine off and let the vehicle sit for 10 minutes. Check and add fluid as necessary. Repeat this process 3-4 times.

At this point the fluid level should move about one inch up or down when cycling the steering, and no bubbles should be visible in the reservoir.



Bleeding Procedure Cont

Step 6: Lower the vehicle to the ground and repeat the process above one more time. Check the fluid level again.

Step 7: Take the vehicle for a test drive. Listen for pump noise-that's a sign of fluid aeration. If you hear it, shut the vehicle off to let the bubbles dissipate.

If noise keeps coming back, double check the low-pressure lines and make sure all fittings are tight. Top off the fluid and drive the vehicle again. Let the system cool down once you believe it's properly bled.

Step 8: Remove the reservoir cap and have someone start the vehicle while you watch the fluid level.

- If the level drops on startup, there's still air in the system.
- If it stays steady, you'll be good.

NOTE: Getting all the air out of the system can take some time. If the pump is whining, you are aerating the fluid which is not good for the pump. If you're running your vehicle for an extended time and your pump has not stopped whining, it needs to be addressed as soon as possible. Sometimes this can be as simple as letting the vehicle sit to get the last of the air out. Always make sure the fluid level is good and there are no leaks.

Scan to Order PSC715, Tru Blue or PSC729 flushing fluid



PSC 715



PSC Tru Blue



PSC 729



CONTACT US

Need help?

Need a new part?

Have a question or concern about an install?

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