

Almost always the trackbar. A heim joint in both ends is preferable but in any case make sure there is no play or slop in whatever ends you have.

Also, the frame and axle attach bolts for the track bar need to be CRANKED down really tight. Any little bit of play gets amplified and builds into deathwobble.

I have a 2000 TJ and experienced the DW. I had a 2" Teraflex lift with 2" pucks. It turned out to be a worn rubber bushing on the Teraflex trackbar. I replaced it with a Daystar unit and no more DW. I now have a full Currie 4" lift with no problems either.

What causes DW in Jeeps is the subject of a long running debate.

Some swear that the only cause is worn parts. Others swear it is caster problems. In any case, a lot of Jeeps suffer from it and some Jeeps seem easier to cure than others.

Below is what I did to remedy DW in my 2000 Grand Cherokee (V8, Quadradrive, 4" lift, 32" tires).

I'm not sure exactly what cured my DW as I attacked it on multiple fronts. I did all of the below over one weekend:

1. I installed a super beefy JKS adjustable track bar so that I could perfectly line up the front end under the vehicle and remove the flex from the lightweight stock track bar (\$160). http://store.jksmfg.com/merchant2/merchant.mvc?Screen=ADJTRACK&Store_Code=JKS01&Category_Code=Trackbar_Components
2. I did not use the stock bushing in the new track bar, but instead used a high durometer (super stiff) bushing from Kevin's Off Road (\$53). http://www.kevinsoffroad.com/cart/index.php?main_page=product_info&cPath=18_69&products_id=290
3. Upgraded the tiny stock steering stabilizer between the axle and the tie rod to a beefy Old Man Emu steering stabilizer (\$99). http://www.kevinsoffroad.com/cart/index.php?main_page=product_info&cPath=18_69&products_id=1046
4. Used a Kevin's Off Road kit to add a second Old Man Emu steering stabilizer between the drag link and track bar (\$106) http://kevinsoffroad.com/cart/index.php?main_page=product_info&cPath=18&products_id=664
5. Made sure my caster was right dead on 5 degrees and toe was at .25 degrees.

Once the above was done I never had any hint of death wobble ever again. I made the above adjustments when I was running 2" of lift using "pucks" over the springs with stock street tires, and then I switched to a 4" Teraflex spring lift with short arms and the 32s (about 5 years ago) and never had a problem with that setup either. Apparently my steps above have proved to be popular. When I bought the parts I had to buy everything

separately. It looks like Kevin's now offers everything above in a single kit for WJ Grand Cherokees \$385. http://www.kevinsoffroad.com/cart/index.php?main_page=product_info&cPath=18_69&products_id=1063

I really think that the biggest benefit was from the second steering stabilizer. The reason I say that is that I recently had a front end alignment done and the front end felt wrong at speed. Not death wobble, but like it was about to. I looked under and the tech hadn't retightened the second steering stabilizer parallel with drag link/trackbar. I loosened it, realigned it, and tightened it back up and the WJ is tracking beautifully again. As a result I think that second stabilizer is doing quite a bit.

Please note, hundreds of other Jeep enthusiasts out there will swear that I did nothing but waste money and that all of my work is simply masking worn ball joints or something. To them I just say oh well, it got me wheeling for 6 years plus and it worked. That's all I really cared about.

Most Jeep suspensions are very similar so use the above as guidelines for where you might attack your JK problem.

Mike