

INSTALL TIME: 1 - 2 hours

DIFFICULTY LEVEL: 3

TOOLS NEEDED: socket driver
19 mm socket
5/8" deep well socket
15/16" wrench
(2) 19 mm wrench
needlenose pliers
flathead screwdriver
plastic mallet
abraasive pad (optional)



1. Begin by safely lifting and supporting the vehicle. Remove the wheel. Start by loosening the jam nut at the rear of the OEM tie rod. Use (2) 19mm open end wrenches or 3/4". (Fig 1)

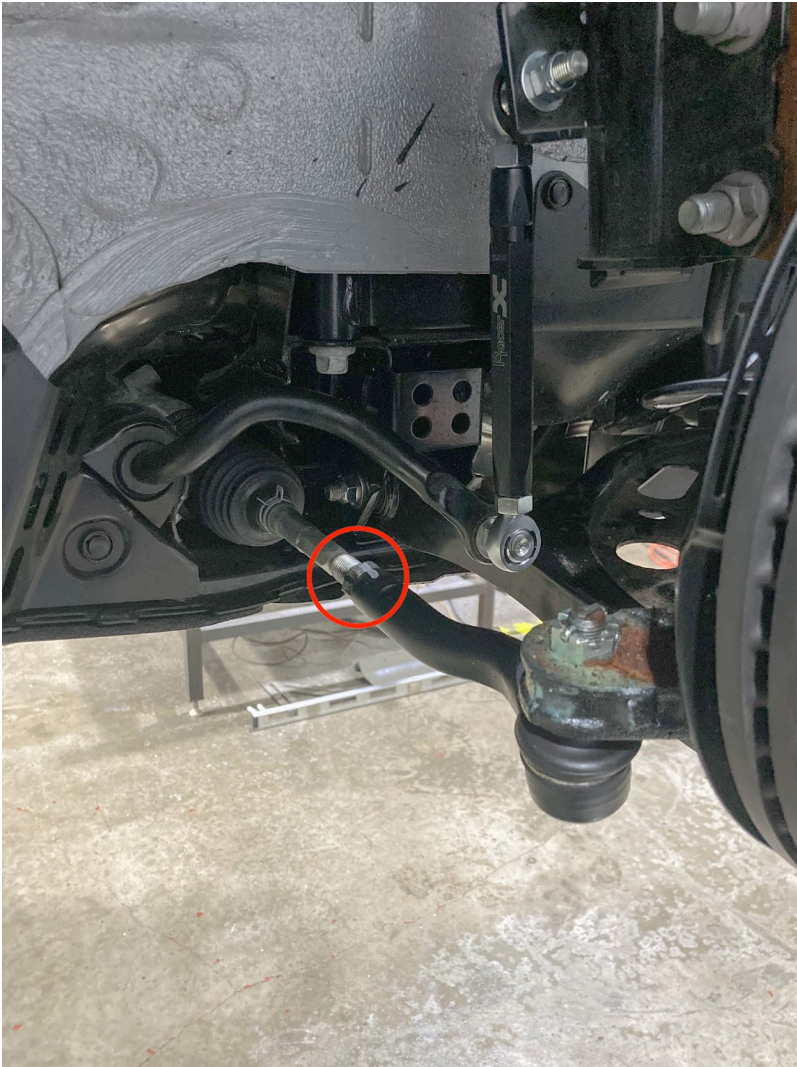


Figure 1

2. Remove the cotter pin from the castle nut: Using a small flat head screwdriver bend the pin toward the opposite side and flatten with needle nose pliers. Finally remove the key with the pliers. (Fig 2)



Figure 2

3. Remove the castle nut with a 19 mm socket. (Fig 3)



Figure 3

4. Rotate the nut to the top of the stud, but do not remove. Using a rubber mallet hit, the top of the nut until the stud drops from the knuckle. (Fig 4)



Figure 4

5. Remove the OEM tie rod from the steering linkage. It's also a good time to clean up the mounting surface on the knuckle using an abrasive pad. (Fig 5)



Figure 5

6. Once the OEM tie rod is removed, install the Racer X front tie rod. Thread the M14 side to about the same placement as OEM. (Fig 6)



Figure 6

7. Place the provided stud into the rod end and slide the assembly into the knuckle. Tap on the bottom of the stud with a plastic mallet. This will set the stud so it does not fall while threading the nuts on. (Fig 7)



Figure 7

8. Using a 5/8" deep well socket and 15/16" wrench, **tighten the top nut to 28 ft/lbs.** Then **tighten the bottom nut to 48 ft/lbs** using a 15/16" socket. (Fig 8)

NOTE: It is normal for the bottom of the stud to not sit flush against the knuckle. The stud seats on the taper.

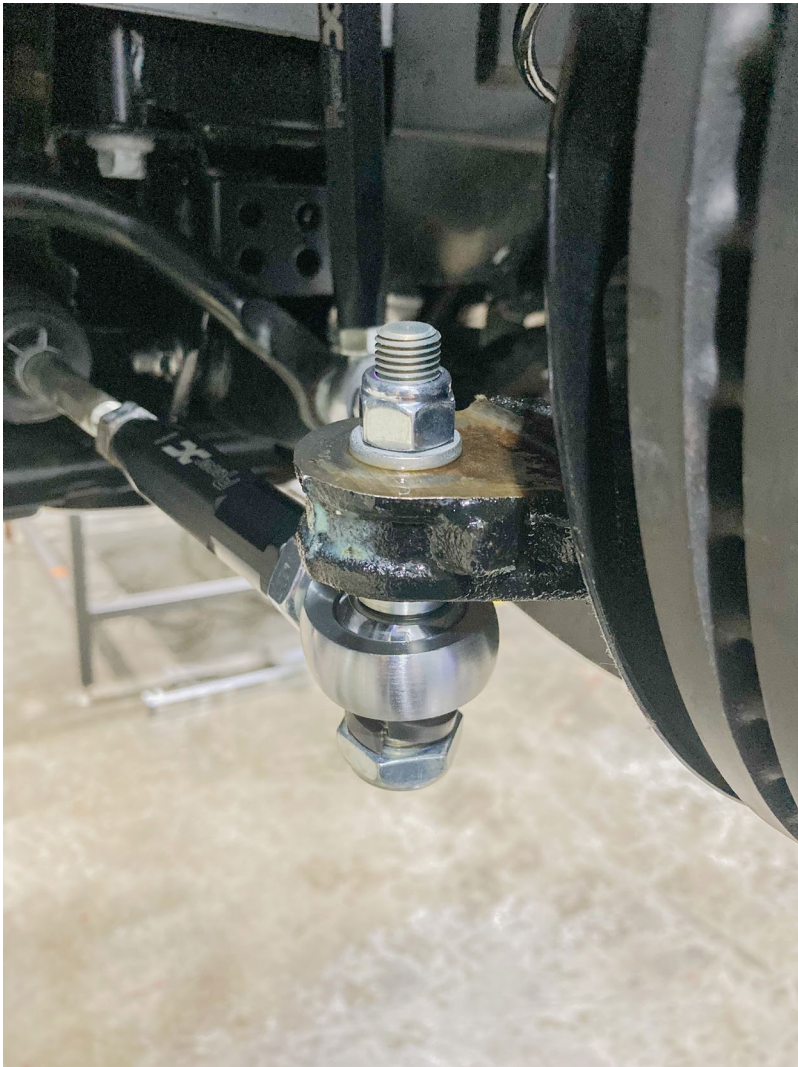


Figure 8

9. Tighten both jam nuts on the tie rod assembly body. (Fig 9)

Installation is complete. Re-install wheel and safely lower vehicle. Repeat the process on the other side of the vehicle.

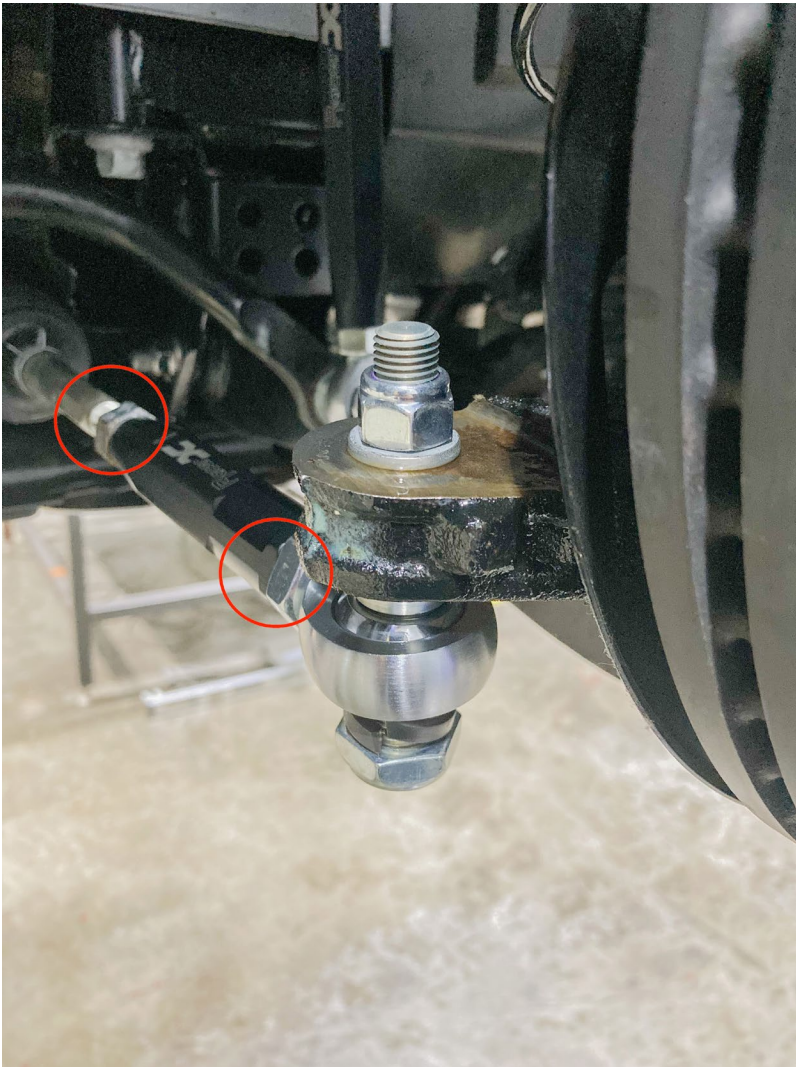


Figure 9