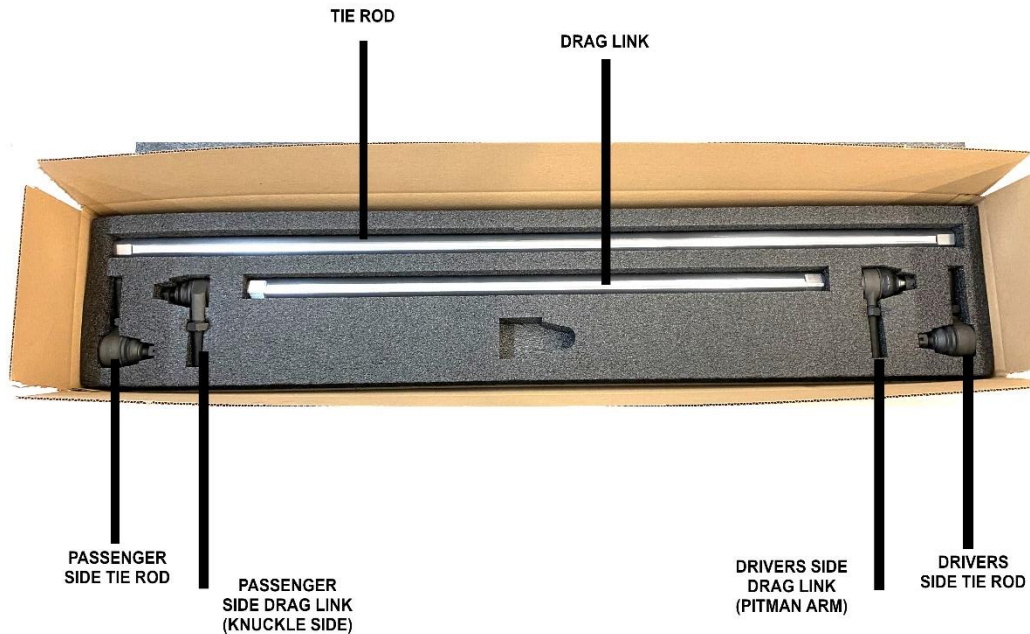




2007-Current JK/JKU Tie Rod/Drag Link Over or Under Install



Required Tools and Supplies:

- Anti-Seize
- Socket wrench /sockets
- (2) 15" Crescent Wrench
- Pickle Fork (optional)
- Hammer
- Pliers

Tie Rod and Factory Location Drag Link Instructions:

****If Installing Tie Rod Only Disregard Drag Link Steps****

Assembly:

1. See image above for reference.
2. Slide serrated Bellville washer onto rod ends. (See image below.)



3. Use generous amounts of anti-seize on threads.
4. **WARNING be very careful as you start threading the rod ends** into the aluminum. Be sure that you are turning the correct direction. You may be able to thread these in by hand, however, you may need to use wrenches. We recommend clamping the aluminum in a table vise with a cloth to protect from scratching if available. Thread ends all the way down to the jam nuts (final length will be set on installation). The left-hand thread jam nuts are scribed (cut lines) and the aluminum bars are also scribed on the left-hand side on the hexed end.

Installation:

1. Insert grease zerks into all TRE's. The TRE's are **PREGREASED** from the factory. You do not have to add more grease during installation.
2. Before removing the OEM tie rod or drag link measure center to center on TRE studs.
3. **WARNING:** Do not adjust the tie rod or draglink off vehicle. Start with the rods fully threaded into the shortest possible configuration.
4. Remove OEM tie rod and drag link if installing full kit. (A pickle fork and/or hammer may be helpful.)
5. Install the drag link first with the OFFSET TRE on the knuckle side and Straight TRE on the pitman arm. For a factory location "under kit" the TRE will be inserted from under the knuckle and the castle nut will be threaded down from the top of the knuckle. NO DRILLING REQUIRED. See drag link flip instructions below if installing "over knuckle" flip drag link.
6. Install castle nut and torque to 75 ft lbs. to ensure taper seats and install cotter pin. Always tighten more to line up cotter pin hole. Never loosen.
7. Leave jam nuts loose and center the steering wheel by turning the aluminum section to original drag link measurement (this is a baseline only). Final steering wheel straightening may take a couple of times.
8. Follow the same steps to install the tie rod next. Install fully collapsed. Rotate the center link to original measurement, this allows the rod ends to have equal threads showing when done.
9. Leave the jam nuts loose and use a tape measure to set toe to factory spec.
10. Tighten jam nuts. Check jam nuts after the first few days of driving and re-tighten.
11. A professional toe alignment can be performed if you would like the most accurate toe settings.
12. Set and adjust steering stabilizer (be sure that it has equal travel at full lock both directions). If opting to use the factory stabilizer your will need to drill out the 12mm bushing sleeve to ½" to work with our standard clamp setup. If running a standard aftermarket stabilizer, it will likely already have a ½" sleeve and no modification will be required. (Check your manufacturers spec.)

Drag Link Flip Kit instructions:

1. Drill through the drag link hole from the top of the passenger knuckle with a 55/64th straight bit.
2. Drop in provided taper sleeve from the top of the knuckle.
3. Install drag link with the OFFSET end on the knuckle side and the Straight TRE on the pitman arm. Insert TRE from top of the knuckle into taper sleeve and install castle nut and torque very tight to ensure taper seats and install cotter pin. Always tighten more to line up cotter pin hole. Never loosen.
4. Leave jam nuts loose and center the steering wheel by turning the aluminum section until lined up.

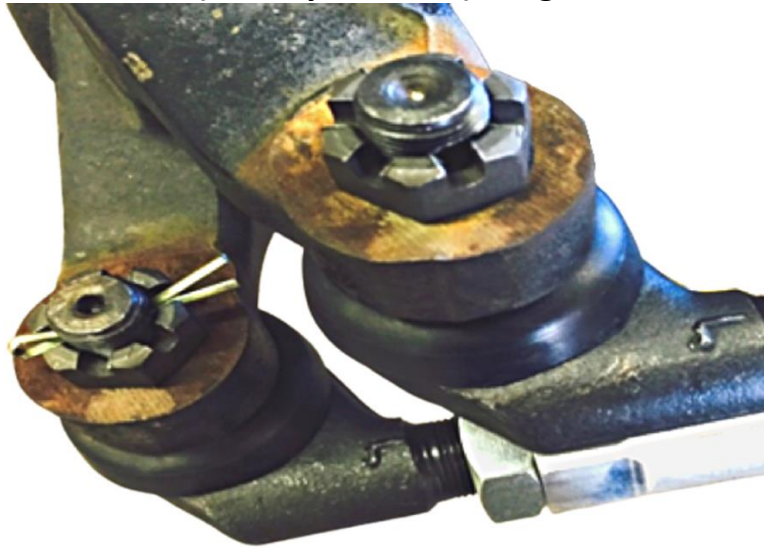
NOTES:

- Kit is designed for use with an aftermarket steering stabilizer
- Factory stabilizer can be drilled to a ½" hole on the tie rod mounted side for use with this system
- Professional alignment suggested after installation
- Grease the TRE's **UNDER** the rubber boots (do not fill rubber boots as they will split) with about one pump of grease every oil change.
- REQUIRED: Re-torque jam nuts after 100 miles and check every wheeling trip. Failure to properly maintain the jam nut torque can cause serious harm or injury.
- Customer assumes full responsibility for use, installation, and routine maintenance. RPM Steering is not responsible for damage as a result of improper installation, use or maintenance.

Warranty:

The center aluminum section is lifetime warrantied for failure, including bending cracking or breaking. Should any of these failures occur please send the center section to RPM STEERING for replacement. (Shipping and handling additional).

Under Knuckle (Factory Location) Drag Link and Tie Rod



Over Knuckle Flip Drag Link and Tie Rod



Pitman Arm Straight TRE



Clamp Instructions

All RPM Steering clamps are 6 or 8 bolt clamps. DO NOT use a mini-impact or drill to start the threads on the stainless screw clamps. All threads are tested at final assembly. Hand thread the screws with an Allen key at least 3-5 turns before using any power tools on them.

For best clamping power snug and set spacing with the center two screws, then use a crisscross pattern on the corners at ¼ turn only until hand tight.

Standard Stabilizer Clamp

- 1) Install the ½-20 x2" bolt though the eye on the stabilizer.
- 2) Test fit the bolt to determine if the supplied washers are needed to keep the threads from protruding inside the clamp.
- 3) Use blue lock tight to thread the bolt into the clamp.



STANDARD VERSION



FOX ATS VERSION



Falcon Clamp

1. Remove factory Falcon clamp.
2. Slide provided WASHERS over Falcon threads.
3. Thread Falcon into RPM clamp using blue lock tight.
4. DO NOT Torque – just hand tighten



FALCON VERSION