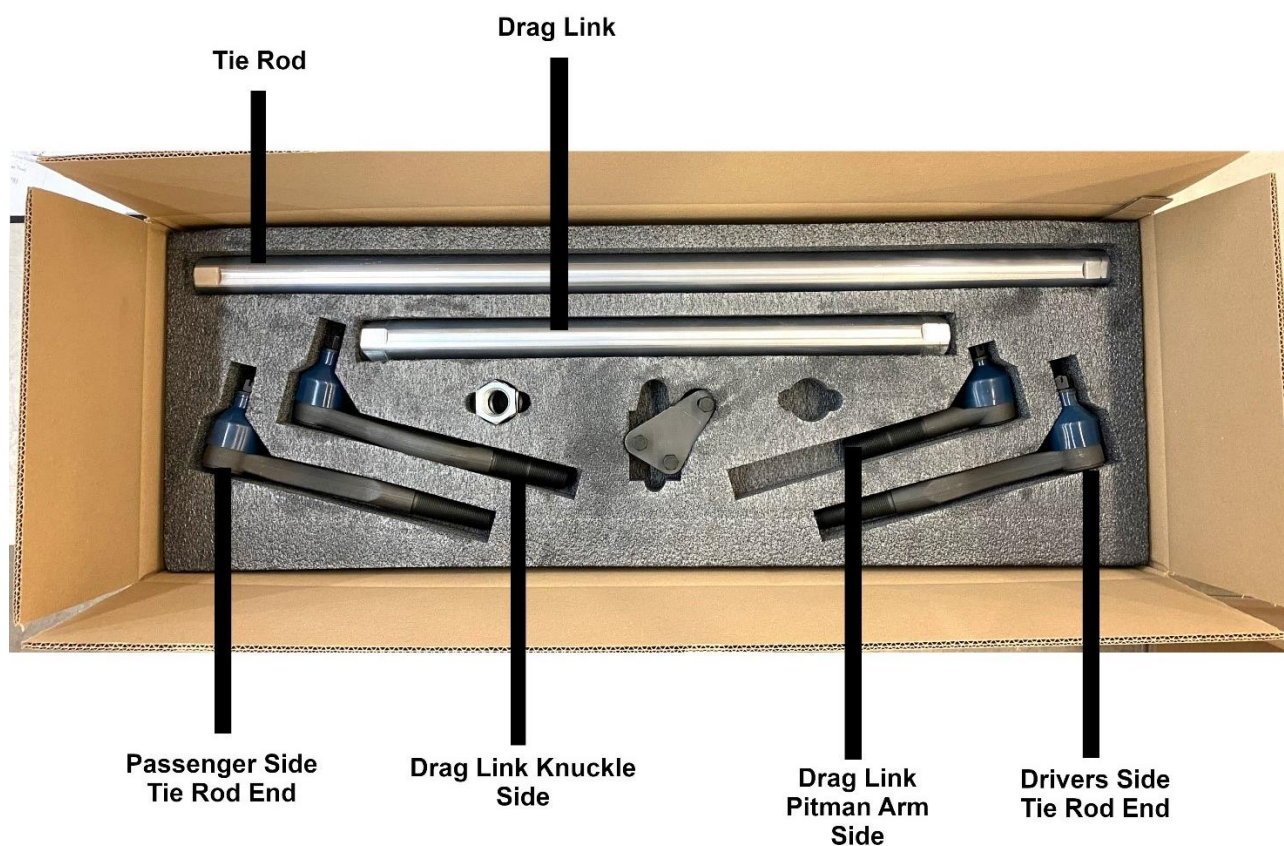




JK 2.5 Ton Dynatrac Tie Rod/Drag Link Stock or Flip Installation



Required Tools and Supplies:

- Anti-Seize
- Socket wrench/sockets
- (1) 15" Crescent Wrench
- (1) 18" Crescent Wrench
- Pickle Fork (optional)
- Hammer
- Pliers

Tie Rod and Factory Location Drag Link Instructions:

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

****NOTE Dynatrac kits require drilling the tie rod knuckle locations*****

1. Prep all forged tie rod and drag link ends for installation. *****Be sure to remember what parts go to the tie rod and which go to the drag link (part numbers on the bags).**
2. Locate the left and right tie rod ends.
3. Thread jam nuts all the way down on the rod ends, slide Belleville washers on rod ends all the way down to the jam nuts.
4. *****REQUIRED***** Before assembly apply an ample coating of anti-seize on the exposed threads (go all the way to the jam nuts).
5. Starting with the longest piece of aluminum (tie rod), locate the **LEFT**-hand side of the aluminum, it will have a cut line toward the end of the rod. Begin to thread the **LEFT**-hand tie rod end into the aluminum. Go slowly to be sure you have the correct thread direction. Install the forging until the aluminum and jam nut are **fully** collapsed (you will adjust once on vehicle).
6. Continue with all assembly until all TRE's go into the correct aluminum.
7. Before removing the OEM tie rod or drag link, measure center to center on TRE studs and write them down for later.
8. Remove OEM tie rod and drag link if installing full kit.
9. Install the drag link first with the **OFFSET** forging on the knuckle side. 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.
10. Install nylock flange nut and torque to 75 ft-lb to ensure taper seats.
11. Leave jam nuts loose and center the steering wheel by turning the aluminum section until lined up.
12. **ATTENTION** Dynatrac axles require the tie rod to go under the knuckle. Drill the tie rod holes on the knuckle to 7/8. These are aluminum knuckles so be very slow and careful.
13. Insert supplied taper sleeves from the bottom side of the holes.
14. Install tie rod under the knuckle and rotate center section to previous measurements.
15. Leave the jam nuts loose and use a tape measure to set toe to factory spec.
16. Tighten jam nuts. Check jam nuts after the first few days of driving and re-tighten.
17. A professional toe alignment should be performed if you would like the most accurate toe settings.
18. Set and adjust steering stabilizer. Be sure that it has equal travel at full lock both directions.

Drag Link Flip Kit instructions:

1. Drill through the drag link hole in 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. Insert TRE from top of the knuckle into taper sleeve and install the supplied washer and Nylock nut torque to 75 ft-lb.
4. Leave jam nuts loose and center the steering wheel by turning the aluminum section until lined up.

NOTES:

- The kit is designed for use with an aftermarket steering stabilizer relocation kit
- Professional alignment suggested after installation
- **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 warranted 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)

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 through 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