



## TJ to JK 1-Ton Tie Rod/Drag Link Over or Under Install

### Tie Rod and Factory Location Drag Link Instructions:

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

1. Insert grease zerks into all TRE's.
2. Before removing the OEM tie rod or drag link measure center to center on TRE studs.
3. **WARNING:** Do not adjust tie rod or draglink off vehicle. We have preset them with anti-seize and they are set at the shortest possible length for a reason.
4. Remove OEM tie rod and drag link if installing full kit.
5. Install the drag link first with the OFFSET TRE 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.
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 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 first few days of driving and re-tighten.
11. A professional toe alignment can be performed if you would like most accurate toe settings.
12. 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 55/64<sup>th</sup> 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 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 1/2" hole on the tie rod mounted side for use with this system
- Professional alignment suggested after install
- REQUIRED: Re-Torque Jamb nuts after 100 miles and check every wheeling trip

**Warranty:**

Center Aluminum section is Lifetime warrantied for failure, including bending cracking or breaking. Should any of these failures occur please send the center section into 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**



