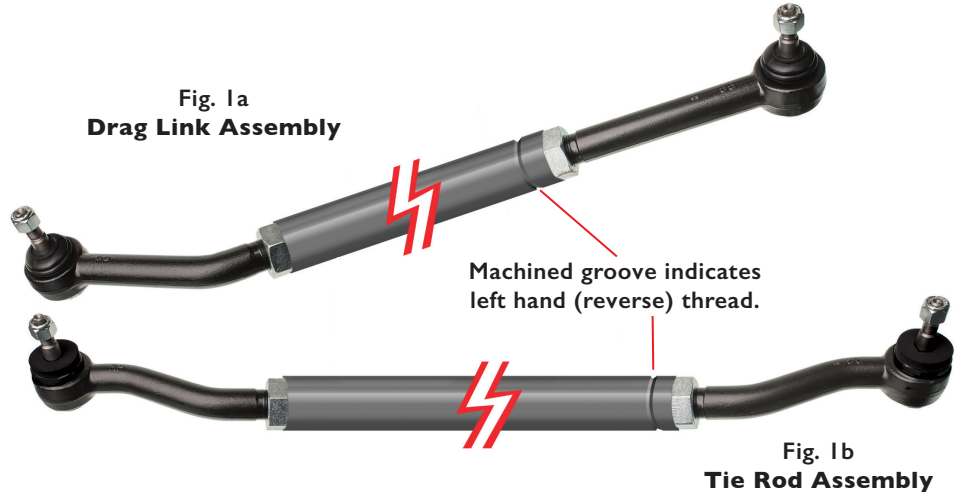


1. Measure lengths (center of stud to center of stud) of existing drag link and tie rod assembly.
2. Apply anti-seize to drag link forging threads. Thread jam nuts onto forgings and thread forgings into the sleeve as shown in Fig. 1a.



3. Repeat step 2 for tie rod assembly (Fig. 1b).
4. Apply anti-seize to cartridge housing threads, thread cartridges into forgings and torque to 120 FT/LBS using TMR Customs 2.5 Ton Cartridge Wrench (SKU 1927) or a 2" socket.
5. Adjust assemblies to match measurements taken in step 1.
6. Install standard grease boots on drag link ends. Install hard polyurethane 1 piece lockout washers & seals on tie rod ends.

CAUTION: Do not install lockout washers on drag link!

7. Install assemblies and tighten nylon lock nuts. Torque lock nuts to 63 FT/LBS at steering arms and 77 FT/LBS at the pitman arm.
8. Perform front end alignment, apply blue (medium strength) thread locker to jam nuts and tighten.

NOTE: When replacing a worn cartridge in the future no front end alignment will be required due to our unique forging/cartridge system that maintains the original alignment/position.

9. Drive with confidence knowing you installed the world's strongest steering!

*****NOTE: NEVER USE A PNEUMATIC GREASE GUN ON THE CARTRIDGES, DOING SO WILL CAUSE DAMAGE! ONLY USE A MANUAL GREASE GUN AND APPLY A CONSERVATIVE AMOUNT OF PRESSURE, DO NOT FORCE IT! *****



HARDCORE OFFROAD PARTS!

TMRCUSTOMS.COM



All our products are intended for offroad use only and must be installed and periodically maintained by a professional mechanic or fabricator. TMR Customs does not accept responsibility for installation, improper use, or modifications made to any of the products purchased from us.