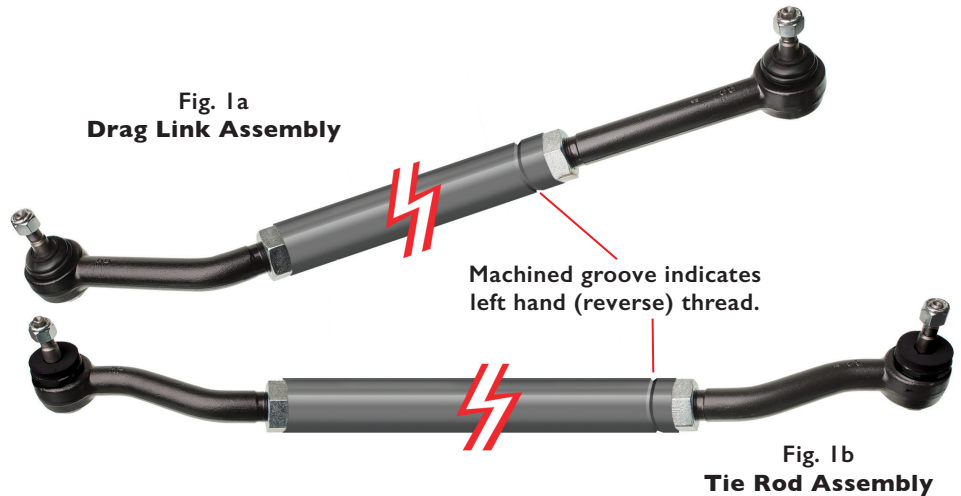


1. Measure lengths (center of stud to center of stud) of existing drag link and tie rod assembly.

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.

NOTE: THE PITMAN ARM CARTRIDGE IS UNIQUE AND CLEARLY LABELLED (SKU TMR86766934). THE OTHER 3 CARTRIDGES (SKU TMR86766933) ARE ALL INTERCHANGEABLE WITH EACH OTHER.

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! *****



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