



# USER INSTRUCTIONS

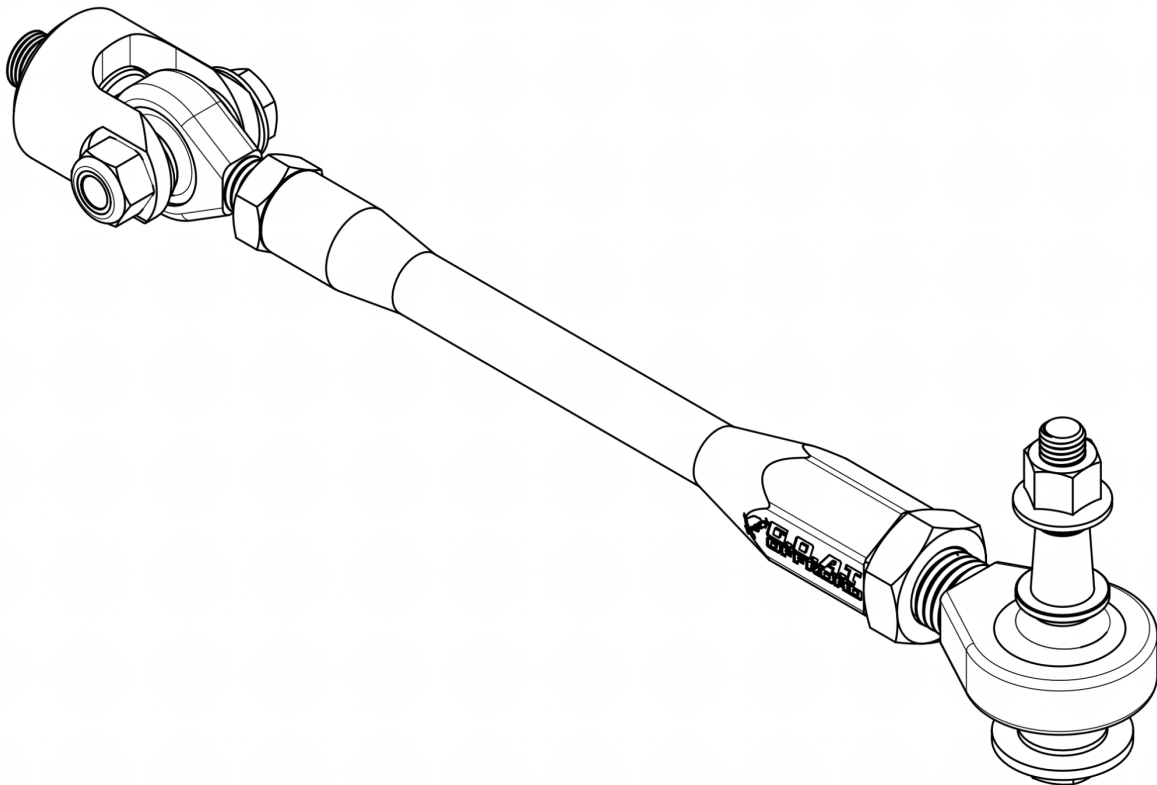
## HD CLEVIS STEERING UPGRADE

for

**2012 – 2022 PX1/PX2/PX3 Ford Ranger**

**2012 – 2021 UP/UR BT50**

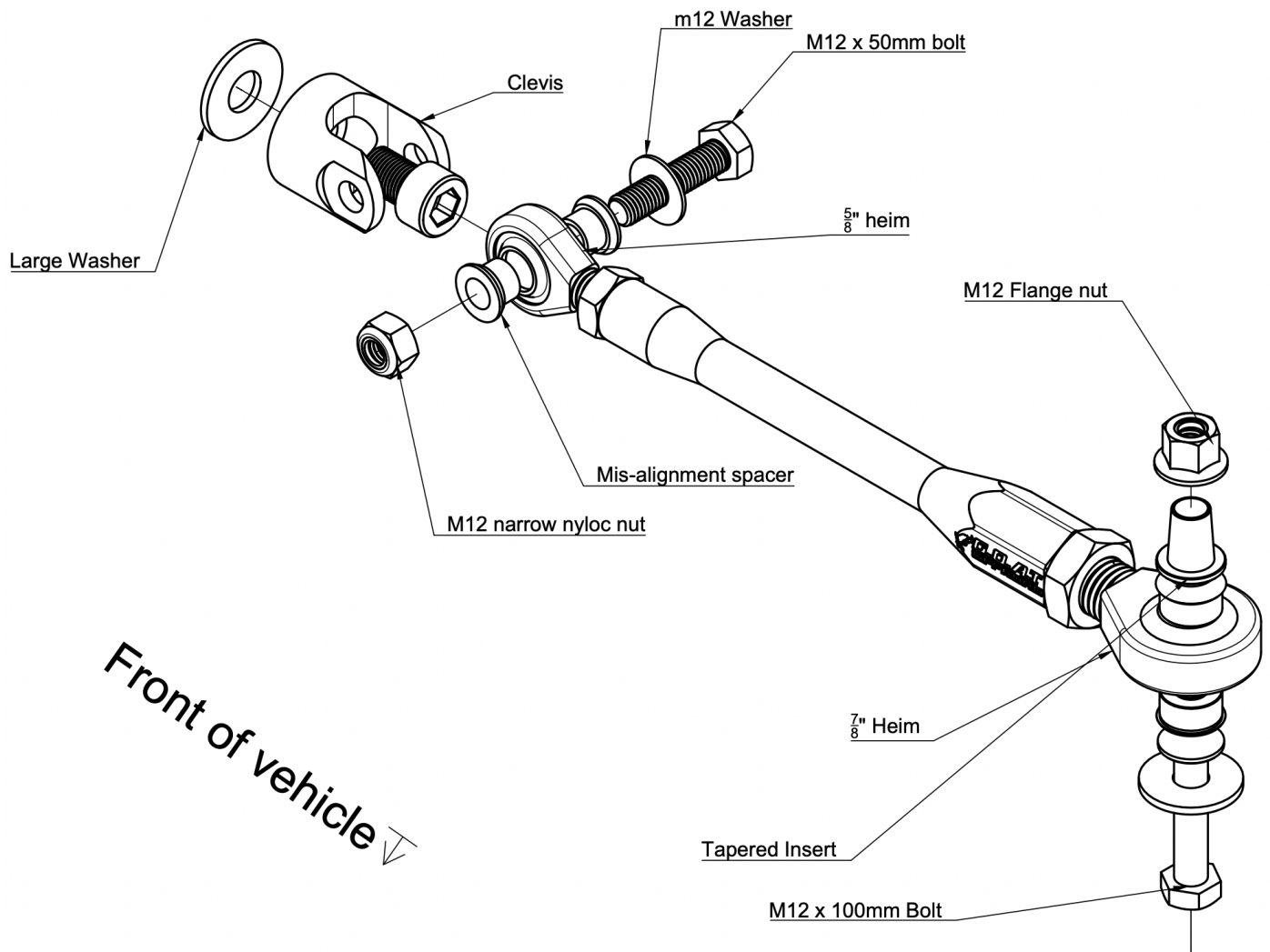
**2015 – 2022 EVEREST**



## WHATS IN THE BOX

- 2x 7075 alloy steering arms
- 2x 17-4 SS Clevis
- 2x  $\frac{5}{8}$ " Heim Joins with locknuts
- 4x 17-4 SS Mis-Alignment spacers
- 2x M12x50mm Bolts
- 2x M12x narrow Nylocs
- 2x M12 Washers
- 2x M16 or M14 bolts
- 4x M16 or M14 washers
- 2x  $\frac{7}{8}$ " Heim joints with lock nuts (Full kit only)
- 2x 17-4 SS Tapered inserts (Full kit only)
- 2x M12 x 100mm bolts (Full kit only)
- 2x M12 Large flat washer (Full kit only)
- 2x M12 Flange Nuts (Full kit only)
- 2x Universal rubber rack boots (preinstalled)
- 4x Cable ties

### Assembly Diagram (passenger)



## NOTES:

- Professional installation is HIGHLY recommended. G.O.A.T Offroad accepts no liability arising from installation by unqualified persons.
- This product is a heavy duty, offroad use only part. It is designed to remove the weak points from the factory steering system, which means there is no "fuse" in the system if you overstress your steering. Installation is at your own risk.
- You must get a wheel alignment after installing this kit.
- DO NOT DRIVE THE VEHICLE FOR 24HRS TO ALLOW THE LOCTITE TO SET

### Step 1

Jack front of vehicle and rest on jack stands. Remove front wheels from vehicle. Turn steering wheel all the way to the passenger side

### Step 2

Starting on the passenger side, undo the nut on the current tie rod end from the knuckle. Press out tie rod end of the knuckle with the appropriate ball joint tool.

### Step 3

Cut the tie holding the rack boot to the steering rack. Using the appropriate tool, remove the rack end from the rack.

### Step 4

Get the "Clevis" piece and either the M16 or M14 x 30 bolt and washer. Apply blue Loctite to the bolt. Bolt the clevis to the steering rack piece, using the appropriate washer. This needs to be tightened to 100nm whilst also holding the clevis in the vertical position. A second hand will help.



## Step 5

Get a M12 X 50mm Bolt, M12 narrow Nyloc, M12 Washer, 2x Misalignments and the 5/8" Heim.

Put the misalignment spacers in either side of the heim. Then using the M12 bolt with washer under the bolt head, attach the heim to the clevis. Ensure the bolt head side is closest to the shock. Check the diagram for the correct orientation. Tighten this bolt to 90nm. Smear some rubber grease on the nut and bolt head, to allow the rack boot to glide over the protrusion.



## Step 6

Get the 5/8" heim lock nut and thread it onto the heim shaft. Slide the rack boot down the alloy shaft towards to big end as far as you can, then thread the alloy steering arm onto the heim. It needs to be roughly about 20mm of thread showing on the heim.

## Step 7

Depending on if you bought the full kit or not, you now need to install the 7/8" heim into the other end of the alloy steering arm. If you got the full kit, this will already be done.

## Step 8

Now fit the the tapered piece into your knuckle with the appropriate hardware.

## Step 9

Repeat the above steps on the drivers side. Leaving the rack end of the rack boots unattached so wheel alignment can be completed.

Call your local wheel expert and book your wheel alignment in for the next day. Let them know that you have this steering setup and to allow a bit more time for the alignment.

**WAIT 24hrs FOR LOCTITE TO DRY BEFORE DRIVING!**

### **Step 10**

After picking up the car from the wheel alignment, you need to fit the rack boots to the rack flange. Cable tie to secure. Also, cable tie the small end to the alloy steering arm.

### **Step 11**

After 200kms driving, double check all bolts are tight.

We hope you enjoy the benefits of this great Australian-designed and made product!

**Need help?**

**If you have any issues, questions or get stuck with the install, please email us at [info@goatoffroad.com.au](mailto:info@goatoffroad.com.au)**