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## INSTALLATION INSTRUCTIONS FOR HOWE ADJUSTABLE CENTERLINKS

	Application	Bar Style Construction			Tubular Style Construction		
		23396	23397	233974	233973	23380	23399
		70-73 Camaro w/ Manual Steering	68-72 Chevelle, Cutlass, Gran Prix, Monte Carlo	Chevelle Hybrid - 68-72 w/ OEM Spindles & Camaro Pitman Arm	Chevelle Mod - 68-72 Correct Bump Steer for Pinto Spindles, 2345 Pitman	77-96 Caprice & Impala, 85-90 Riviera, 77-85 Delta 88	78-87 Monte Carlo, Gran Prix, Regal, Cutlass, El Camino
	Replaces	TRW# DS830	TRW# DS749	TRW# DS749	N/A	TRW# DS899	TRW# DS909
A	Left Side Bushing (2)	23390	23390	23390	23390	23390	23390
B	Right Side Tapered Stud	23391	233915	233915	233915	233915	233915
C	ID Retaining Ring	23392	23392	23392	23392	23392	23392
D	Shim .035 (4)	23393	23393	23393	23393	23393	23393
E	Shim .062 (6)	23394	23394	23394	23394	23394	23394
F	Left Side Tapered Stud	23395	233955	23395	23395	23395	233955
G	Spherical Bearing .750 I.D.	COM12	COM12	COM12	COM12	COM12	COM12
H	Housing	23398	233981	233981	233984	233983	233982
	Pivot Assembly Right Side	23388	233885	233885	233885	233885	233885
	Pivot Assembly Left Side	23389	233895	23389	23389	23389	233895
	End Washer	23387	23387	23387	23387	23387	23387
	Grease Zerk	22328	22328	22328	22328	22328	22328

### WARNING!

*These assemblies **do not** come torqued or greased from Howe Racing Enterprises.*

Howe Racing Enterprises centerlinks 23396, 23397, 23399, and 23380 are direct replacements for the Federal Mogul centerlinks DS830, DS749, DS909, and DS899 respectively. They were designed and manufactured for racing and are not recommended for highway use.

### Installation

- 1) Attach the center link assembly to the pitman and idler arm.
- 2) Torque both the top and bottom castle nuts on the tapered studs to 45 ft. lb.
- 3) Install both right and left inner tie rods to the center link and torque to 30 ft. lb.
- 4) Place the cotter pins in all studs.
- 5) After replacing any steering component it is always necessary to first check the caster, camber, and toe out, realign to your chassis builders recommendations and then check the bump steer adjustment. If a bump steer adjustment is necessary remove both lower castle nuts allowing the center link to be lowered down then move the desired amount of shims up or down on the studs. Reassemble and torque the castle nuts and replace the cotter pins. The idler arm end of the center link has a spherical bearing to allow for slight misalignment.

### Maintenance

- 1) Grease both ends of the center link after every two nights of racing or every 200 laps.
- 2) Check the bushings and spherical bearing for wear and replace if necessary.
- 3) Remove cotter pins and check torque on all castle nuts weekly.

