

# JEEP JK 1 TON 7075 ALUMINIUM DRAG LINK (OVER THE KNUCKLE)

## Installation Instructions

Thank you for purchasing our Jeep JK 1 Ton 7075  
Aluminum Drag Link (over the knuckle)

### Installation notes:

- The tapered hole in the passenger knuckle will need to be modified to accommodate installation of this kit.
- Some factory and aftermarket wheels can interfere with the tie rod ends. Stock wheels will require 1.5" wheel spacers, or you will need a 17" wheel with 4.5 inches of backspacing or less! Test fit tie rod ends in knuckle and cycle steering to verify clearance before driving vehicle for the first time.
- A factory service manual is recommended for reference to remove any factory components.
- A steering alignment is required by a qualified alignment shop after installation.

### Tools Required:

- Torque wrench
- Socket Set
- Hammer
- Pickle Fork or other appropriate tie rod removal tool
- 7/8" Drill Bit

### Step 1:

Remove the factory drag link. Refer to your factory service manual for your specific model.

### Step 2:

Measure the length of the drag link removed from the Jeep. Measure from the center of each tie rod end and record these numbers.



### Step 3:

Install the jam nuts, and grease fittings on each tie rod end. Thread the jam nut as far up on each tie rod end as it will go.

### Step 4:

Thread the standard tie rod end and the offset tie rod end into the aluminum linkage. Using the measurement recorded in step 2 adjust each tie rod end evenly until the distance between the tie rod ends matches the measurement. Once the measurement is satisfied tighten both jam nuts.



### Step 5:

Using a 7/8" drill bit. Drill out the hole on the upper mounting location on the passenger side knuckle. With hole drilled to 7/8" press in tapered knuckle insert, from the top.

### Step 6:

Install the offset tie rod end in the assembly from step 4 into the upper mounting location on the passenger side knuckle. Install the castellated nut and torque to 40 ft lbs, continue to tighten the nut until the hole in the stud lines up and install the cotter pin.



#### Step 7:

Install the standard tie rod end into the pitman arm. Install the castellated nut and torque to 40 ft lbs, continue to tighten the nut until the hole in the stud lines up and install the cotter pin.



#### Step 8:

Take your Jeep to a qualified alignment shop to have a steering alignment performed.

#### Maintenance after installation

All of the tie rod ends in this kit come pre-greased, no additional grease is required after installation! If too much grease is pumped into the tie rod ends it will be pushed out around the bottom of the rubber boot. This does not indicate a faulty tie rod end, clean any excess grease from around the boot. We recommend lubricating the tie rod ends with one pump of grease every other oil change or every 12,000 miles whichever comes first. When adding lubricant, if any lubricant is pushed out around the bottom of the boot, do not add any additional lubricant, this indicates the tie rod end is lubricated to capacity!

Congratulations you have completed the installation of your JEEP JK 1 Ton 7075 Aluminum Drag Link (over the knuckle)!

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