



S10 No Notch / No Toe Steering System Installation Notes

****Parts are for Off-Road or Show use only****

- DO NOT install this kit if you don't feel qualified to do so. Have it installed by a qualified professional or send it back to Little Shop
- Use medium-strength thread-locker on all 6 of the 3/8 allen bolts. The kit will come assembled with this, so it's only necessary to add it back to the bolts that you take apart
- Torque the 7/16-14 nuts (at spindle) to 70 ft. lbs. Torque the M12-1.75 nuts (at idler/pitman) to 90 ft. lbs. Do not use an impact gun on these.
- **Confirm that the inner heim joints are facing the rear of the truck when installed.** If they are facing the front of the truck then the centerlink is installed backwards.
- The kit is shipped with the inner and outer tie-rods bottomed out at an equal depth. This is the proper starting position when bolting the kit on. After it is bolted on, turn the tie-rod so that both rod ends are threading out equally. With the steering wheel straight, both sides should show a relatively similar amount of threads during alignment. If they do not, it's possible that the steering column has been installed 180 degrees rotated in the double D shaft, or that something on the chassis is bent.
- In rare cases, certain combinations of control arm brands, drop spindle brands, and a particular alignment position can cause a tie-rod to contact and the pitman or idler bushings. If yours contacts in this area, you can place a 5/8 washer between the rod end and the centerlink (like McMaster PN [96582A432](#)). This will gain a small amount of clearance in the area shown below. **It is critical that you use threadlocker on the allen bolts when you retighten them.**



E-mail any concerns or problems to orders@littleshopmfg.com

Tag us in your install pics so we can see them:



@littleshopmfg and #s10notoe



Little Shop MFG