

Colorado/Canyon Tie Rod Sleeves Installation

Tools Required:

- 21mm and 22mm socket and ratchet
- Adjustable Wrench
- 21mm open end wrench
- Tape Measure
- Hammer
- Torque Wrench

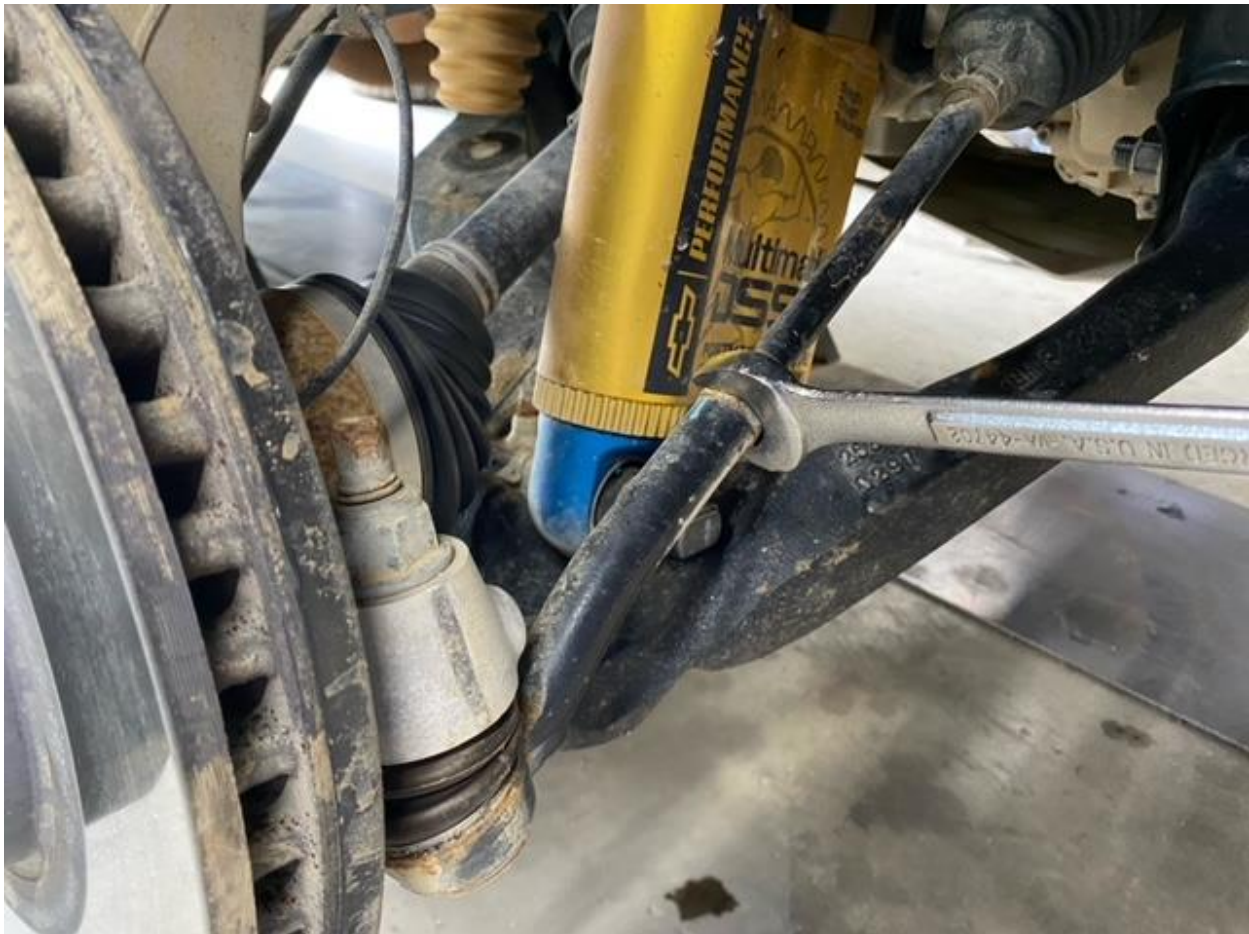
Parts List

(2) Tie Rod Reinforcement Sleeves

(1) Packet of Anti-Seize

Step 1: Jack up the front of the vehicle so the front tires are off the ground and place vehicle securely on proper jack stands. With the vehicle secured on the jack stands, remove the front wheel/tire assembly using a 21mm socket.

Step 2: Starting on the passenger side, loosen the jam nut on the tie rod with a 21mm open end wrench. Once the jam nut is loose, spin it back up to the outer tie rod, leaving it finger tight.





Step 3: Using the 21mm socket and ratchet, loosen the outer tie rod nut where it mounts to the steering knuckle. With the nut removed, you can tap the outer tie rod out of the knuckle making sure not to damage any of the threads.

Now that the tie rod is removed from the knuckle you can unthread the outer tie rod from the inner, making sure the jam nut does not move. The jam nut is there to mark where the outer tie rod needs to go during reassembly.

With the outer tie rod removed from the inner, measure from the jam nut to the end of the tie rod and write that number down. You can also count the number of exposed threads and write that down too.





Step 4: Now that you have your measurements, you can remove the jam nut and apply the provided anti-seize on the inner tie rod. Make sure to cover the entire surface that the reinforcement sleeve with cover.



Step 5: Now you can install the reinforcement sleeve. Using your measurements from before, put the sleeve back exactly where the jam nut used to be.





Step 6: Reinstall the outer tie rod, snug up against the reinforcement sleeve, and back into the steering knuckle. GM Torque spec for the outer tie rod nut is 26 lbs/ft + 90 degrees.





Step 7: Now that you have the outer tie rod nut torqued, you can tighten the reinforcement sleeve up against the outer tie rod using an adjustable wrench. Be careful not to scratch the anodized coating. You can now repeat the process on the other side.



Step 8: Once both sides are complete, you can reinstall the wheel/tire assembly and torque the lug nuts to 140 lbs/ft. Now you can safely jack up the vehicle and remove the jack stands.

IMPORTANT NOTE: Following these instructions will get your alignment fairly close back to where it was. However, we always recommend that an alignment is done after any steering/suspension work is performed.