

# ProTech

Supporting Today's Professional Technician



## Preventing CTO Rack Damage During Installation

### Application:

All vehicles with center-take-off (CTO) design rack & pinions.

### Problem:

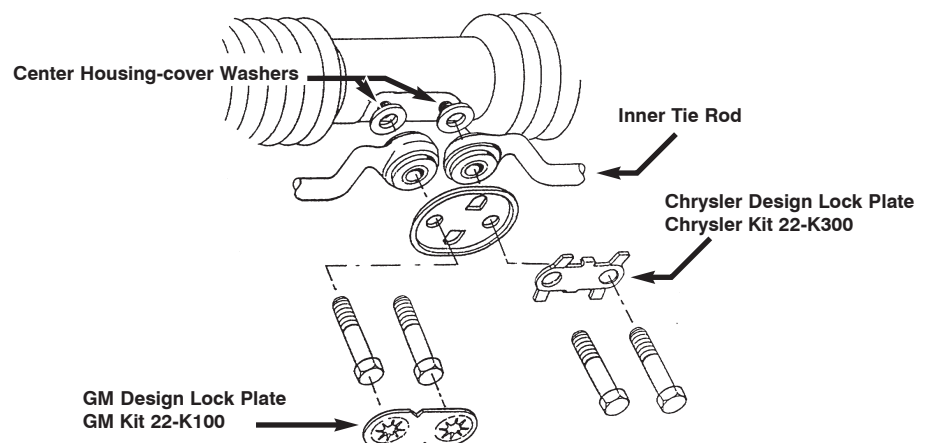
Noisy operation, stiff or binding steering, or damaged housing.

### Cause:

After replacing inner tie rods or replacing the rack & pinion the inner tie rod mounting hardware could have been improperly installed or not used.

### Solution:

Only use original design mounting hardware and fasteners when installing rack & pinions. Never omit mounting components and always install unit exactly to original specifications and procedures. Failure to install both center housing cover washers or to install the wrong locking plate will allow bolts to bottom in housing causing binding and damage to the unit. CARDONE Service Plus Rack & Pinion inner tie rod end repair kits for GM and Chrysler CTO units are now available. Each kit contains all the parts necessary to do the job right the first time (GM Kit 22-K100; Chrysler Kit 22-K300).



**LOCKING PLATES DESIGNS ARE NOT INTERCHANGEABLE**

# As steering systems become more complicated, your choice of parts doesn't have to be.



As OEMs continue introducing technologically advanced parts, you can count on us to remanufacture them. You no longer have to call the new car dealer to capture technology sales because we remanufacture the units using the same quality systems as original equipment manufacturers. The result is units that perform and last just as long as their new counterparts and offer you high profit margins.

Consequently, you can rely on CARDONE's Rack & Pinion units with Magnasteer and EVO. In the future, OEMs will be introducing these variable-ratio racks on more vehicles, and we will be ready to offer them to you. We make it easy: one source for all makes and

all models. So, keep it simple. Keep it reman. **Magnasteer** — Magnasteer is a variable-effort system that uses vehicle speed input and magnets to modify steering assist.

**Electronic Variable Orifice** — EVO is a valve on the rack & pinion that uses a hydraulic circuit system and an electronic controller to create a variable effort steering.

**New O.E. technology,  
remanufactured today.**

# CARDONE