

16366

Steering Tie Rods

1966-1970 Chrysler B-Body, Charger,
Super Bee, Road Runner, GTX

1970-1974 Chrysler E-Body, Cuda, Challenger



Before You Start:

Please read the entire manual before starting. These steering tie rods were designed to reduce weight, provide rigid steering feel, and allow for shimming for reducing bump steer. We highly recommend using our **(P/N:1110)** Upper A-Arms in conjunction with your Hotchkis steering tie rods for maximum suspension geometry and performance.

1. Raise Vehicle

Raise the vehicle and put it up on jack stands. You may also use a 2-post or 4-post lift.

2. Remove Stock Steering Tie Rods

Remove the left and right stock steering tie rods from the vehicle. A big hammer is your friend in removing the ball joint studs from center link and spindle. A pickle fork may be needed if they are really tight.

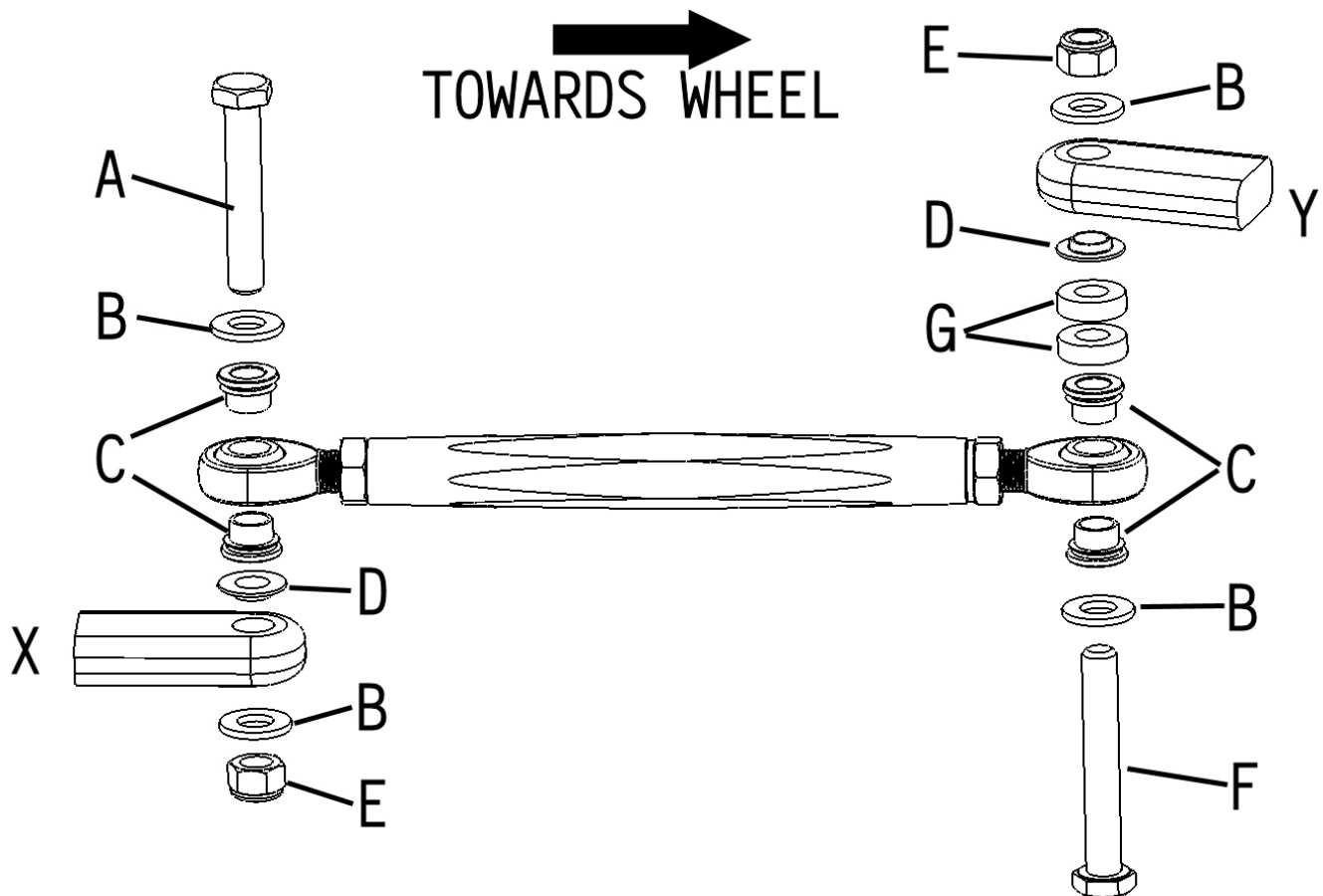
3. Set Initial lengths for the Hotchkis Tie Rods

With the stock tie rods off, measure the center to center dimension of each link. Spin the hotchkis turnbuckle so that the center to center dimension matches the stock part. This will be an initial setting. A front end toe alignment will be needed once the tie rods are in place.

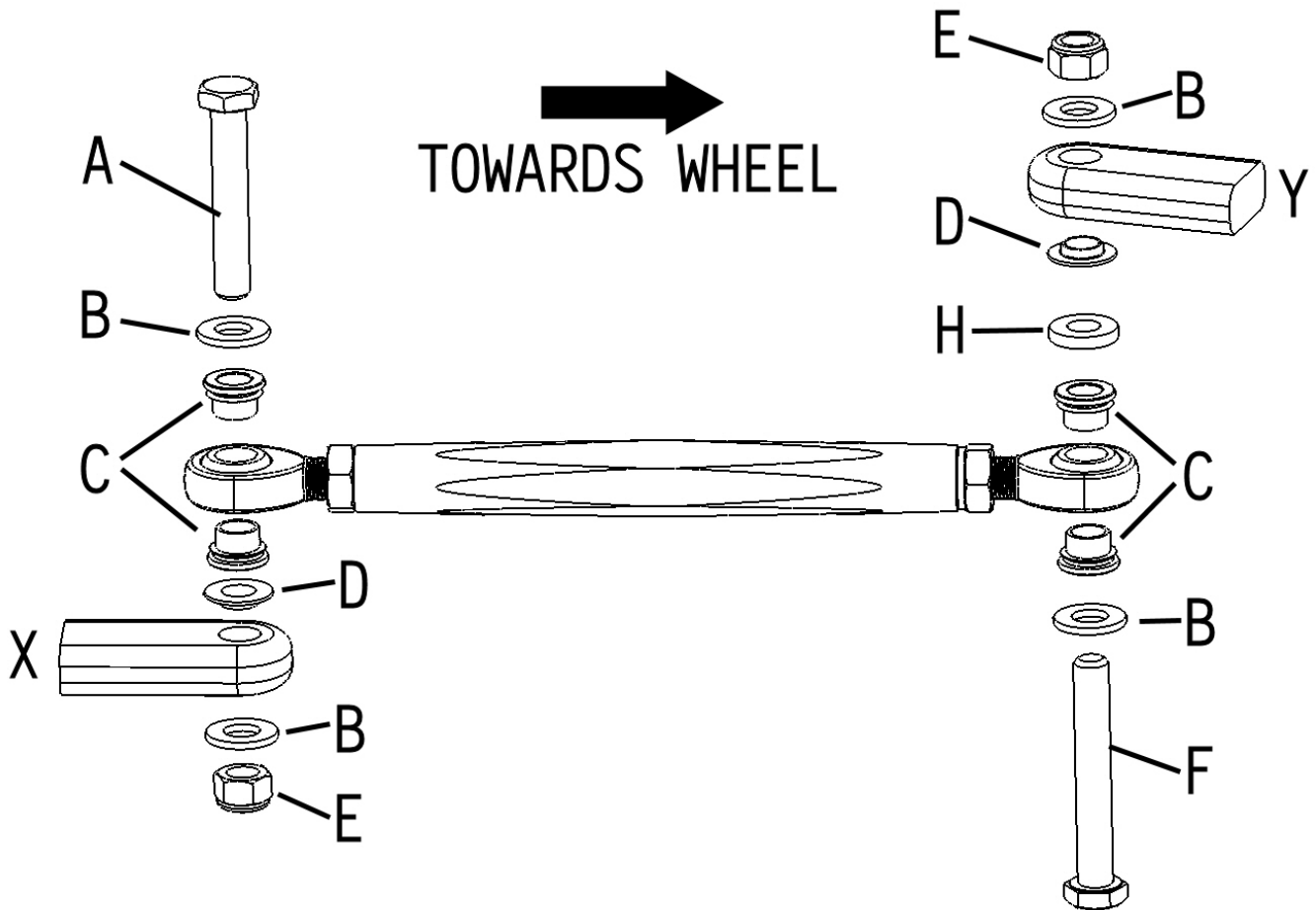
4. Install Hotchkis Steering Tie Rods

The diagram below shows the order of the parts. The generic pieces labeled X and Y represents the vehicle's center link and spindle consecutively. They are shown for assembly purposes and are not included in the kit. Please refer to the suggested diagram that suits your model. (Note: The spacer suggestions are optimum for use with cars equipped with Hotchkis Upper A-Arms (P/N:1110) with camber setting of -0.5° . Spacer combinations may vary with stock or other suspension geometries. Check Bump steer for these configurations.)

70-74 E-Body Cars & 66-69 B-Body Cars



- A) $\frac{1}{2}$ " x 3" hex bolt
- B) $\frac{1}{2}$ " SAE washer
- C) Misalignment Spacers
- D) Taper Adapter (note direction: tapered section inserts into tapered hole)
- E) $\frac{1}{2}$ " Nylock Nut
- F) $\frac{1}{2}$ " x 3- $\frac{1}{2}$ " hex bolt
- G) E-Body Spacers 0.300" Thick (P/N:16400147)
- X) Center Link
- Y) Spindle

1970 B-Body Cars

- A) ½" x 3" hex bolt
- B) ½" SAE washer
- C) Misalignment Spacers
- D) Taper Adapter (note direction: tapered section inserts into tapered hole)
- E) ½" Nylock Nut
- F) ½" x 3-1/2" hex bolt
- H) E-Body Spacer 0.184" Thick (P/N:16400146)
- X) Center Link
- Y) Spindle

5. Finishing Steps

Once the tie rods are bolted up, please have an alignment shop set your front toe setting. Hotchkis suggests 1/16" of TOE-IN. If you do not have the Hotchkis 1110 upper A-Arms installed, you may want to check for bump steer. Add or remove the spacers on the outer tie rod end to fine tune the bump steer. We also offer spacers with varying thicknesses directly. Please call 562-907-7757.

P/N: 16400144 = 0.065" spacers

P/N: 16400145 = 0.092" spacers