

**⚠ CAUTION:** Proper service and repair procedures are essential for the safe and reliable installation of chassis parts and require experience and tools specially designed for the purpose. Installation of these parts **MUST** be performed by a qualified mechanic, otherwise an unsafe vehicle and/or personal injury could result.

**⚠ CAUTION:** Prior to servicing the steering and suspension system, the S.I.R. (Supplemental Inflatable Restraint) must be disabled. Failure to do so may result in an accidental air bag deployment and/or personal injury.

**NOTE:** The parts in this kit are designed to replace the worn or non-functioning original equipment parts in the vehicle as produced by the car factory. These parts are not designed for installation on vehicles where the vehicle suspension and/or steering systems have been modified for racing, competition, or any other purpose.

**DISASSEMBLY**

1. Disconnect negative battery cable from battery.
2. Unlock steering column. Raise and support the vehicle.
3. Remove front wheel and tire assembly.

4. Disconnect the outer tie rod from the spindles using a suitable tool such as a taper breaker.
5. Carefully loosen the bellows clamps on the left and right side bellows. Pull back bellows to gain access to the inner tie rod housing.
6. Loosen outer tie rod jam nut and remove outer tie rod, jam nut and bellows.
7. Remove the inner tie rod end using a suitable wrench. A chain type pipe wrench will work for this application. Position the housing of the tie rod to be removed above the rectangular holes in the stamped sheet metal portion of engine cradle. On the driver's side, remove bolts for power steering cooler and leak detection pump for emission vapor canister and position out of the way to gain access. See the note below.
8. Remove plastic stop-out from old inner tie rod for use on new unit. **NOTE:** To avoid internal gear damage, hold the rack from rotating with a wrench placed across the rack teeth. These teeth are accessible only on the drivers side.

**ASSEMBLY**

1. Clean the internal threads of the rack. Be sure to remove all adhesive sealant remaining from the prior installation. Do not scratch rack. Using a clean cloth with a solvent, clean out all grease, dirt and oil from the internal rack threads.
2. Install the plastic stop-out onto the new inner tie rod assembly and apply the thread locking compound provided to the male threads of the new inner tie rod end housing.
3. Assemble the inner tie rod end onto the rack. The new tie rod has wrench flats and can be tightened using a 1 3/8 crow's foot. Torque to 60 ft.-lbs (81 N-M). **NOTE:** The rack should be held from rotating to avoid internal damage to the gear. Use a wrench placed across the rack teeth.
4. Reinstall bellows and clamps.
5. Install the jam nut on the inner tie rod end threads and reinstall the outer tie rod end.
6. Reassemble outer tie rod end to spindle tighten outer tie rod end nut to 55 ft.-lbs. (75 N-M).

7. Re-install front wheel and tire assemblies.
8. If power steering cooler and leak detection pump for emission vapor canister was removed or repositioned reinstall in original position.
9. Lower vehicle, turn off ignition key and install negative battery cable.
10. Align front end to specifications.  
Tighten jam nut against outer tie rod to 55 ft.-lbs. (75 N-M).  
Straighten bellows if they have become twisted during alignment.