

INSTALLATION INSTRUCTIONS

FORM NUMBER
4610

⚠ 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 side to be worked on. Pull back bellows to gain access to the inner tie rod housing. The bellows boot on the driver's side will also need to have its clamp loosened and the boot pulled back in order to gain access to the rack teeth so that the rack may be held.

NOTE: To avoid internal gear damage, hold the rack from rotating with a wrench or crowfoot placed across the rack teeth accessible on the driver's side.

6. Extend the rack on the steering gear out as far as possible to improve access to the inner tie rod end housing while still being able to hold the rack on the driver's side in order to prevent rotation.
7. Remove the inner tie rod end with the outer still attached using a suitable wrench or tie rod tool. Depending on application, tie rod removal tool may be necessary to gain access to the wrench flats.
8. Loosen outer tie rod jam nut slightly but leave in as close as original position as possible.

Remove outer tie rod and measure from the end of the inner tie rod end. Measure and record the dimension from the end of the inner tie rod to the jam nut. This measurement will aid in proper positioning for alignment later. Remove jam nut and bellows.

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 off all grease, dirt and oil from the internal rack threads.
2. 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. Torque to 81 ft.-lbs. (110 N-M).

NOTE: The rack should be held from rotating to avoid internal damage to the gear. Use a wrench or crowfoot placed across the rack teeth.

4. Reinstall bellows and clamps. Make sure breather tube is properly positioned and connected.
5. Install the jam nut on the inner tie rod end threads to as close as

possible to the dimension measured in note 8 from disassembly. This will provide a good initial position prior to front end alignment. Reinstall the outer tie rod end.

6. Reassemble outer tie rod end to spindle tighten outer tie rod end nut to 85 ft.-lbs. (115 N-M). The nut used is a special self locking nut with an integral conical spring. If the plastic insert does not provide resistance to turning then the nut must be replaced with the same type of nut from a dealer part. Do not substitute a standard nut for this application.
7. Re-install front wheel and tire assemblies onto vehicle.
8. Lower vehicle; turn off ignition key and install negative battery cable.
9. Align front end to specifications. Tighten jam nut against outer tie rod to 59 ft.-lbs. (80 N-M). Straighten bellows if they have become twisted during alignment.