

Extended Tie Rod Kit

79-93 Mustang

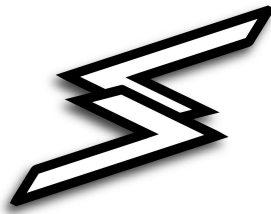


Whats Included:

1. (2x) Extended Tie rod bodies
2. (2x) $\frac{5}{8}$ Rod Ends with jam nuts
3. (2x) Grade 8 $\frac{5}{8}$ bolts with flange nuts
4. (2x) Bumpsteer spacers and misalignment cone spacers

NOTES:

- This kit is intended for cars with control arms that are 2" or greater over stock length.
- To properly adjust bumpsteer, you will need to cycle the suspension and measure toe changes through bump/droop. A bumpsteer gauge is the most effective way to do this.
- The tie rod mounts will need to be drilled out to $\frac{5}{8}$ " for this kit to be installed.
- It is highly recommended to get a proper alignment after installing this kit.



Disassembly:

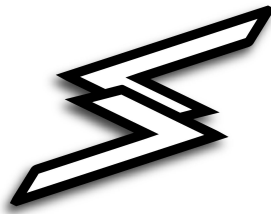
1. Jack the front end of the car up and set it on jack stands.
2. Remove the front wheels.
3. Loosen the jam nut on the outer tie rods.
4. Separate the stock tie rods from the spindles.
5. Remove the stock outer tie rods from the inner tie rods.
6. To make the drilling process easier, it is recommended to remove the spindle from the car, but it is not necessary.

Installation preparation:

1. The tie rod mounting point needs to be drilled out to $\frac{5}{8}$ to install this kit. It is advised to drill slowly, with ample cutting oil, and to secure the spindle to prevent it from catching and spinning. Take your time drilling these out.

Installation:

1. Install the extended outer tie rods on to the inner tie rods and leave both jam nuts loose. You will want to start with the rod end turned all the way in before adjusting.
2. Place the first cone washer on to the $\frac{5}{8}$ " bolt with the cone facing away from the bolt head.
3. Slide the bolt through the rod end from the bottom.
4. Place the second cone washer with the cone facing the rod end onto the bolt.
5. Add the remaining spacers and insert the bolt into the spindle, placing the flange nut on top of the spindle.
6. Tighten the flange nut.
7. Adjust the toe of the car and tighten the jam nuts on the outer tie rod. The rod end should be adjusted by locking the rod end jam nut first, then using a



wrench to hold the tie rod body and turning the inner tie rod within the outer tie rod. If the inner tie rod is less than 1" inside of the outer tie rod, loosen the rod end jam nut and thread the outer tie rod body on to the inner tie rod more, then tighten the jam nuts back up.

- 8.** Check the bumpsteer of the car and re-arrange the spacers as necessary. This will vary from car to car, depending on rack location, control arm length, ride height, camber, subframe, etc. When adjusting the bumpsteer, place the removed spacers underneath the head of the bolt before the cone washer so the unthreaded portion of the bolt does not protrude out of the spindle.
- 9.** Install the wheels back on to the car and lower it back to the ground.
- 10.** SEND IT!