



KRYPTONITE

SS SERIES CENTERLINK AND TIE ROD PACKAGE

IMPORTANT! READ THE INSTRUCTIONS BEFORE INSTALLATION!

A professional front end alignment will be required after installation is complete.

It is important to read all instructions from start to finish before you begin the installation process. If these instructions are not properly followed, suspension and tire damage may result.

Vehicles with oversized tires* Check ball joints, pitman, and idler arms every 2500-5000 miles for excessive wear; replace as needed. We offer a wide range of heavy duty lifetime warrantied steering and suspension parts at KRYPTONITEPRODUCTS.com

The parts in this kit are pre-greased at shipment, don't over grease! Premature dust boot wear may occur. Damage to parts from improper installation will not be covered under warranty!



1. If there is an existing skid plate and shroud at the front cross member of the vehicle, underneath the front of the engine, they should both be removed with a 15mm socket to access the pitman and idler and set aside for reassembly later.

2. Remove the nut holding the outer factory tie rod to the spindle with a 18mm wrench. Using a hammer, tap on the spindle shaft to free the tie rod from the spindle.

3. Remove tie rods from spindles. If the truck is equipped with a steering stabilizer, remove bolt from the frame with an 18mm socket and box wrench.

4. Unscrew the factory lock nuts that hold the centerlink to the pitman and idler arms, using a 21mm deep socket and keep to the side.

5. With a puller tool remove the factory centerlink from the pitman and idler arm.

6. Pick up your new Kryptonite SS Series Center link, take notice of the tapered holes and that one side of the center link has one additional hole for the steering stabilizer. The engraving should be legible from the front of the vehicle.

7. Install onto pitman and idler arms (the additional tapered hole should be on the passenger side). Reuse factory lock nuts and torque to **92 ft-lbs.**

NOTE: If you are installing a pitman idler support kit (KRISPPXX), please refer to the installation instructions included with that kit.

CONTINUED ON BACK

INSTRUCTIONS (CONTINUED)

8. Apply the provided anti-seize to the threads of your tie rod ends where they enter the tie rod body to prevent future corrosion.

9. Now looking at your new Kryptonite tie rod assemblies, identify you inner and outer ends. **(OUTER END JAM NUTS ARE NOTCHED INDICATING LH THREAD).** Place the RH thread rod end (No notch) into your SS Series Center link. Install the outer ends into your steering knuckle. **IF THIS IS NOT DONE PROPERLY FAILURE OF THE TIE ROD END CAN RESULT.**

**** Customers with 2011+ trucks take note. Incorrect placement of the tie rod ends can cause contact with the frame mounted lower bump stop. If the smaller right and thread side of the tie rod end is not properly seated into the tapered center link opening, your tie rod can contact this bump stop. Bump stop modification is NOT required for installation. Please reference the instructions, and check proper installation of the side specific tie rod ends. Damage to powder coat and parts failure due to incorrect installation will not be covered under warranty.**

10. Once tie rod ends are properly placed and seated into both the centerlink and the steering knuckle torque the rod end nuts to **26 ft-lbs + 85-100°**

11. Adjust the tie rods using the center section (tie rod body) as a turn buckle. Once toe adjustments are set by a professional alignment technician, the **jam nuts** should be torqued to **200ft-lbs.**

12. Your new Kryptonite Death Grip tie rods come pre-greased with Chevron Ultra EP2. Re-grease at every oil change (half a pump per joint) Do not overfill dust boots, ruptures can result.

13. At full wheel drop, make sure the sway bar does not contact the tie rods, or centerlink. Cycle the steering in both directions to check clearances. If the tie rods or the centerlink contact the sway bar, longer and links may be required. Place contact our customer service for more details.

14. **PROFESSIONAL ALIGNMENT IS REQUIRED.** If personal installation was performed outside of a shop environment, secure all fasteners and tow vehicle to a shop where the alignment can be done.

SAE2492 WARNING: By installing this product, you acknowledge that the suspension of this vehicle has been modified. As a result, this vehicle may handle differently than factory-equipped vehicles. As with any vehicle, extreme care must be used to prevent loss of control or rollover during sharp turns or abrupt maneuvers. Always wear seat belts, and drive safely, recognizing that reduced speeds and specialized driving techniques may be required. Failure to drive this vehicle safely may result in serious injury or death. Do not drive this vehicle unless you are familiar with its unique handling characteristics and are confident of your ability to maintain control under all driving conditions. Some load factors and combinations of load factors are not recommended and may not be permitted in your state. Consult your owner's manual, the instructions accompanying this product, and state laws before undertaking these modifications. You are responsible for the legality and safety of the vehicle you modify using these components.

INSTALLATION ALIGNMENT NOTE: Your vehicle may require alignment after product installation. You may incur additional costs to align the vehicle.

INSTALLATION HEADLAMP AIM NOTE: In addition to your vehicle alignment, for your safety and others, it is necessary to check and adjust your vehicle headlamps for proper aim and alignment after product installation. You may incur additional costs to adjust the headlamp system.

INSTALLATION ADVANCED DRIVER ASSISTANCE SYSTEMS (ADAS) NOTE: If your vehicle is equipped with active or passive safety/collision monitoring and/or assistance/avoidance systems including, but not limited to, camera- or radar/laser-based systems, check and adjust your vehicle's systems for proper aim and function after product installation. In some instances, your vehicle may require OEM dealer service tools and factory-trained technicians to re-calibrate ADAS. You may incur additional costs to adjust ADAS systems.

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