

KRYPTONITE DEATH GRIP TIE RODS

IMPORTANT! READ AND UNDERSTAND THESE INSTRUCTIONS PRIOR TO INSTALLATION

***REMEMBER, AT ANY TIME YOUR NEW TIE RODS CAN BE UPGRADED TO THE KRYPTONITE SS SERIES CENTERLINK**

NOTE: Trucks with lift kits or modified suspension may find it necessary to shorten the tie rod bodies to complete vehicle alignment within spec (A Professional front end alignment will be required after install)

1. Find a clean level workspace, using a vehicle jack lift the front of the truck enough to get the tires off the ground. Support the vehicle's lower control arms on jack stands and remove the wheel/tires.
2. Start on the driver's side of the truck. Remove the nut securing the tie rod to the spindle. Using a large hammer and a tie rod puller, apply pressure to the stud and strike the knuckle to free the taper.
3. Locate the inner tie rod where it connects to the centerlink. Using a large crescent wrench remove the inner tie rod end from the centerlink, then remove the entire tie rod assembly from the truck as one piece. Record its measurement below.

DRIVER SIDE:

PASSENGER SIDE:

4. Repeat steps 1 through 3 on the passenger side of the truck.
5. With the measurements recorded from the take off tie rods, you will now begin setting up the Kryptonite tie rods. The included anti-seize should be applied to the threaded shank of the tie rod inner and outer joints. (shown on the reverse side of this card)
6. With the joints prepped, thread the ends back into the tie rod body. Be sure you have an even amount of exposed threads on both ends of the tie rod body. This will ensure you have full adjustability while maintaining safe thread engagement.
7. Prior to installation onto the centerlink: Clean the area and remove any excess grease from the threads in the centerlink. This connection will require red Loctite. The inner joint-centerlink connection will be torqued to **81 ft-lbs** using a 2" crows foot.
8. You can now connect the outer to the spindle. If the stud wants to rotate before you seat the taper, use the wrench flats on the end of the stud while using a box wrench to run the nut down.
9. Repeat steps 6 through 8 on the opposite side of the vehicle.



74 ft-lbs

26 ft-lbs + 85-100°

200 ft-lbs

3.6°

Caster

4.4°

+/- 0.08°

Camber

+/- 0.08°

+0.05°

Toe

+0.05°

Caster Split
0.8°

These are recommended specifications. Aim to get as close as possible to these numbers.

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IMPORTANT

**REGISTER YOUR
PARTS HERE**

SAFETY 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 failure 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 ratings (and combinations of load ratings) 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 systems including, but not limited to, camera- or radar-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 bays and factory-trained technicians to re-calibrate ADAS. You may incur additional costs to adjust ADAS systems.

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