



KRYPTONITE

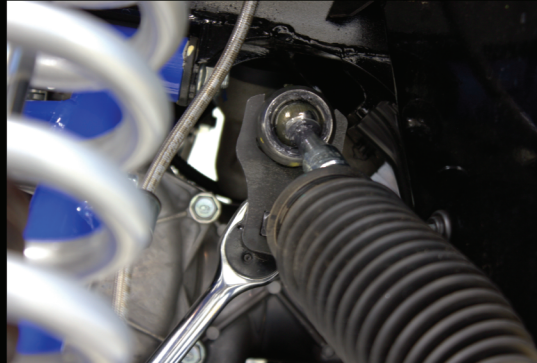
“STAGE 1” UTV TIE ROD INSTALLATION INSTRUCTIONS

WARNING! - Please read and understand these instructions completely before installation to avoid possible injury to yourself or damage to the parts

TOOLS REQUIRED:

- AUTOMOTIVE JACK
- 2 JACK STANDS
- LARGE HAMMER
- LARGE CRESCENT WRENCH
- 15MM, 18MM, 19MM SOCKETS / 17MM, 18MM 24MM OPEN ENDED WRENCHES
- 6MM ALLEN KEY
- RED LOCTITE
- MID SIZE PIPE WRENCH
- 36MM CROWS FOOT (#KRP0008)

1. FIND A CLEAN LEVEL WORKSPACE FOR YOUR UTV, PLACE THE VEHICLE IN PARK AND CHOCK THE REAR WHEELS.
2. LIFT THE FRONT OF THE CAR AND SUPPORT THE FRAME WITH JACK STANDS, NEXT REMOVE THE WHEELS TO GAIN EASY ACCESS TO TIE ROD ENDS. (FIGURE 2)
3. NEXT USING AN 18MM SOCKET REMOVE THE NUT SECURING THE OUTER END TO THE KNUCKLE. APPLY PRESSURE UPWARD ON THE TIE ROD, USING THE HAMMER, STRIKE THE KNUCKLE TO FREE THE TAPER.



4. NOW THAT THE ROD IS HANGING LOOSE FROM THE STEERING RACK YOU CAN REMOVE THE CLAMPS ON THE DUST BOOT AT THE RACK BODY AND ROLL/PULL THE BOOT AWAY FROM THE RACK TO EXPOSE THE INNER JOINT.
5. USING THE PIPE WRENCH TO GET HOLD OF THE INNER JOINT, BREAK IT LOOSE (SOME MODELS MAY HAVE WRENCH FLATS, IF YOU HAVE THEM, USE THEM)

DRIVER:

PASSENGER:



6. ONCE YOU HAVE REMOVED THE TIE ROD TAKE MEASUREMENTS OF THE TAKE OFF SET AND RECORD THEM ABOVE. YOU WILL BE SETTING YOUR NEW KRYPTONITE TIE RODS AS CLOSE TO THOSE AS POSSIBLE. IF YOU ARE RETAINING THE DEM BOOTS YOU WILL NEED TO REMOVE THEM FROM THE DEM TIE ROD BY TAKING THE OUTER CLAMP OFF, REMOVE THE OUTER END, THEN SLIDE THE BOOT OFF.

CONTINUED ON BACK

7. ASSEMBLE YOUR KRYPTONITE TIE RODS: REMOVE THE INNER JOINTS AND JAM NUTS. YOU ARE GOING TO SLIDE THE BOOT OVER THE INNER JOINT ALLOWING THE SHANK COME THROUGH THE NARROW END. REINSTALL THE JAM NUT AND REATTACH THE END TO THE TIE ROD BODY. FROM HERE, DOING YOUR BEST TO MATCH THE LENGTH TO THE TAKE-OFF SET YOU RECORDED, SET THE LENGTH. ONCE YOUR NEW TIE RODS HAVE BEEN MATCHED FINGER TIGHTEN THE JAM NUTS TO KEEP YOUR ADJUSTMENTS IN PLACE DURING INSTALLATION. TAKE THIS TIME TO APPLY SOME **RED LOCTITE** TO THE THREADS GOING INTO THE STEERING RACK.



8. INSTALL THE TIE ROD INNER AND TIGHTEN FIRMLY WITH A 36MM CROWS FOOT OR LARGE CRESCENT WRENCH. ONCE TIGHTENED YOU ARE GOING TO SLIDE THE BOOT OVER THE INNER JOINT AND REATTACH IT TO THE STEERING RACK BODY. SECURE IT WITH A ZIP TIE ONCE IN PLACE.

9. NOW YOU WILL SET THE OUTER INTO THE KNUCKLE. BE SURE TO INSPECT THE TAPER OPENING ON THE KNUCKLE AND CLEAR ANY DEBRIS (IF PRESENT). GET THE NYLOC NUT STARTED THEN USE A 6MM ALLEN AND 18MM BOX WRENCH TO GET THE TAPER ENGAGED. ONCE ENGAGED, **TORQUE TO 35 FT/LBS**. REPEAT STEPS 7-9 ON THE OTHER SIDE.

10. NEXT YOU'LL MAKE THE FINAL ADJUSTMENTS TO DIAL IN THE ALIGNMENT. 1/16" TO 1/8" OF TOE OUT IS RECOMMENDED FOR MOST APPLICATIONS, FEEL FREE TO SET THIS UP TO WHATEVER SUITES YOUR DRIVING STYLE.

11. ONCE YOU HAVE THE ALIGNMENT DIALED IN. TIGHTEN THE JAM NUTS TO 90 FT/LBS, BE CAREFUL NOT TO MARK THE TIE ROD BODY. SOME PAINTERS TAPE WILL HELP WITH PREVENTING WRENCH MARKS FROM SHOWING UP ON THE BODY.



****PRO TIP** Nut and bolt check your car before and after each ride to ensure all critical control parts are secure.**

SAEJ2492 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 modifications (and combinations of modifications) 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/sonar-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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