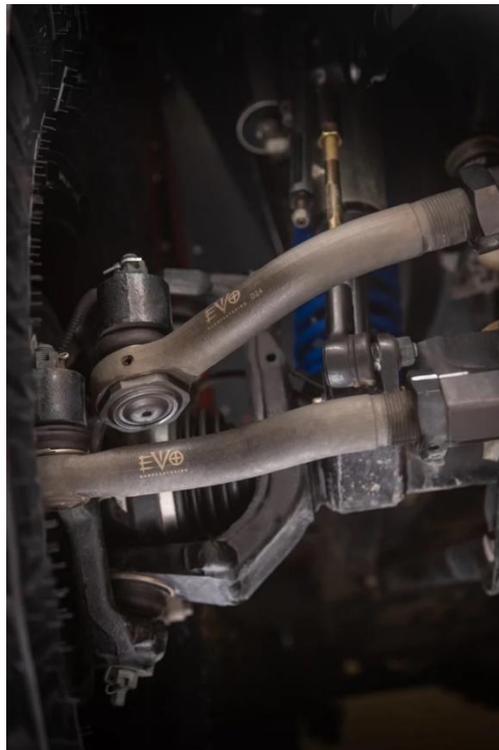




EVO Manufacturing

EVO-3182AL JL/JT HD STEERING
TIE ROD AND DRAGLINK



Before starting installation procedure please read <http://evomfg.com>Returns-Warranties-Shipping>



READ BEFORE INSTALL

Recommended Tools:

- Standard Socket/Tool set
- Standard Wrenches (English/metric)
- Allen Set
- Large Adjustable Wrench or 56 & 46 mm
- Thread lock

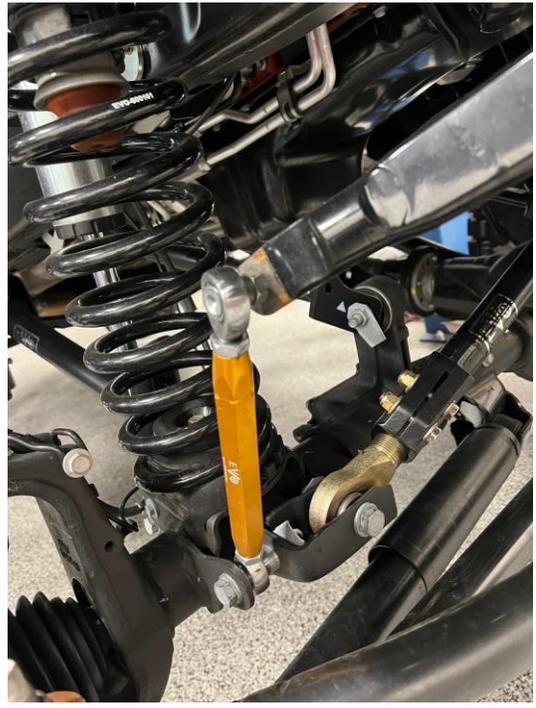


Safety Steps for installation

- For installing EVO MFG products always use wheel chokes to block rear tires from rolling.
- Always make sure you have everything necessary ready before install.
- If you have to, carefully lift front of vehicle by front frame rails extending suspension until tires leave the ground, place frame on approved jack stands for vehicle. Verify all lines/wires are not over extended.
- Remove tires if needed for easier install.
- Make sure to wear safety equipment (eye protection, hand protection, foot protection etc.) at all times during installation.
- Make sure all safety precautions have been taken.
- Always check and replace any part of vehicle that is worn or broken before starting install.
- Do not mix anything EVO with weaker alternatives.
- It is generally a good idea to apply liquid threadlock to all bolts.
- Tighten included hardware to torque specifications in bottom table unless it is otherwise specified, factory bolts should be torqued to factory Jeep specifications.



1. Park vehicle safely and securely on level ground. Remove tie rod and draglink.
2. Support axle with weight approved jack stands so tire are off ground.
3. Remove tires.
4. Remove draglink and tie rods.



5. Assemble Tie Rod and Draglinks assemblies. Install supplied Zerk fittings to ends
Standard draglink, thread ball joint in from bottom.





Draglink flipped application Thread ball joint in from top.



Apply Loctite to threads. 56mm wrench or large adjustable wrench. Torque draglink axle end ball joint to 90 ft/lbs. Tighten set screw on the side.

Note Each bar has one end with Right hand standard thread rotation and one end with left hand reverse thread rotation. Left hand thread is designated with thin machined line near the end.



6. **Fully thread in all joints** to their matching bars. Thread in completely. This will allow equal extension on the threading when turning back to achieve desired stud to stud total bar lengths.





7. Using the removed stock tie rod and draglink. Measure/compare center to center dimension of the length stud to stud.
8. Now adjust the length of the fully threaded in EVO bars to match the dimensions from above step. Adjust EVO bars by turn the aluminum bar while retaining the end joints on both sides. Can be done with assistance of another person or clamps etc. This will retain equal thread on both side of the bars.
9. With bars set to stock bar lengths center to center, install both draglink and tie rods to the vehicle in their respective locations in the same orientations as stock bar (unless draglink flipped).
10. Loosely snug castle nuts to all jointed ends (do not install cotter pins at this time)
11. Verify alignment specs, professional alignment suggested.
12. Torque castle nuts to 75 Ft Lbs
13. Install cotter pins
14. Torque all jam nuts to 300 Ft lbs.
15. Tighten all set screws in jam nuts.
16. Install EVO Badge to Tie Rod end. Sticker Backed.





There are many steering stabilizer options and style of mountings

Some below, others may require your installer to determine proper fitment.

INSTALLATION OF EVO KING STEERING STABILIZER WITH EVO STEERING CORRECTION AND 2.5" STEERING KIT

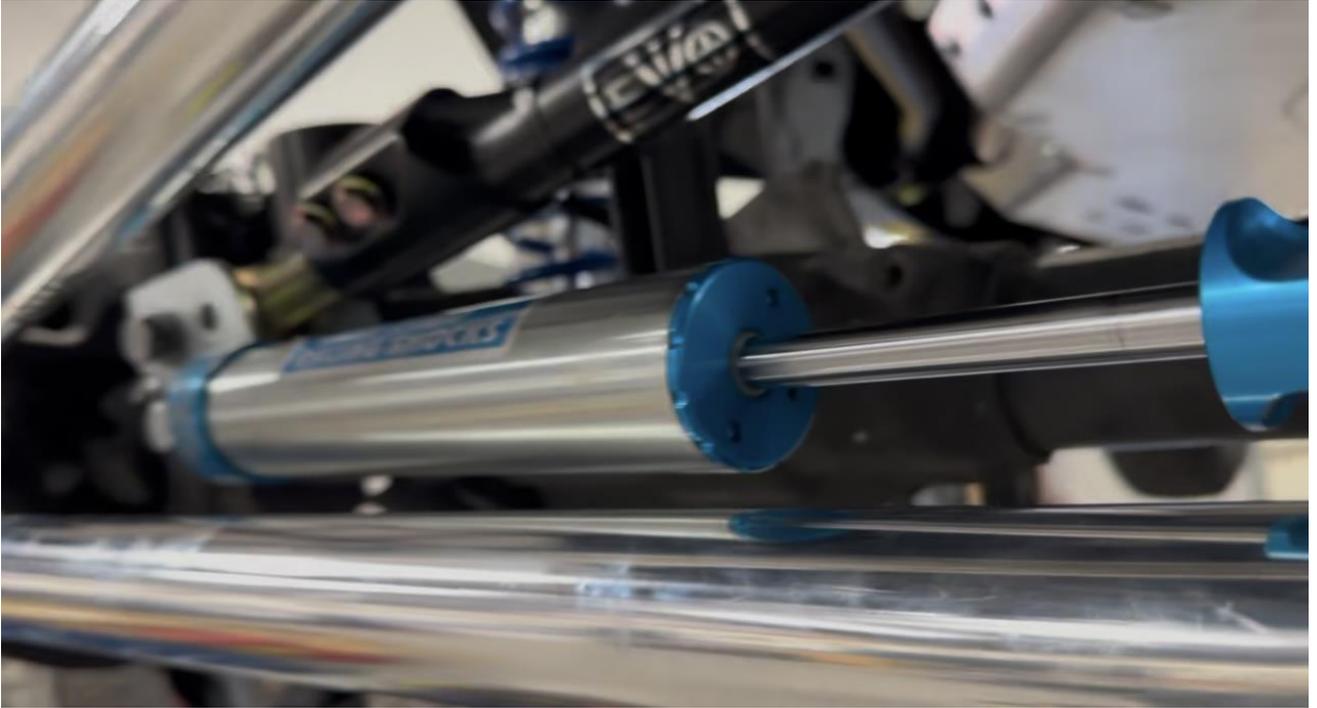
EVO-3173 Steering Stabilizer flip kit or similar mount on tie rod will be needed. Trackbar bracket mounting for stabilizer included in kit will not be needed. Omit it install

- M12-70mm Bolt with washer and lock nut will be needed in this case. Not included. Easily sourced at a local hardware store or online.

Install EVO King stabilizer in the Steering Correction hole provided. This will need to be increased/drilled to M12 diameter. Use the standard included spacers that come with stabilizer.

Cycle suspension and steering at full extension/compression and left to right steering to accurately locate.







After Install:

- After completing installation using provided instructions, go through all steps again to make sure nothing was missed, not tightened or improperly assembled.
- Some components may need to be purchased separately.
- Make sure all gauges are fully operational.
- Get a Professional Alignment.
- Drive the vehicle slowly for a couple minutes, looking and listening for abnormal noises while driving. After modification of a vehicle there will be differences in driving experiences and capabilities, be mindful of that.
- Inspect and Retorque all Bolts after 500 miles of completed installation and regularly thereafter.

General Recommended Torque Specs:

Size	Grade 2		Grade 5		Grade 8		18-8 S/S	
	Coarse	Fine	Coarse	Fine	Coarse	Fine	Coarse	Fine
#4*	-	-	-	-	-	-	5.2	-
#6*	-	-	-	-	-	-	9.6	-
#8*	-	-	-	-	-	-	19.8	-
#10*	-	-	-	-	-	-	22.8	31.7
1/4	4	4.7	6.3	7.3	9	10	6.3	7.8
5/16	8	9	13	14	18	20	11	11.8
3/8	15	17	23	26	33	37	20	22
7/16	24	27	37	41	52	58	31	33
1/2	37	41	57	64	80	90	43	45
9/16	53	59	82	91	115	129	57	63
5/8	73	83	112	128	159	180	93	104
3/4	125	138	200	223	282	315	128	124
7/8	129	144	322	355	454	501	194	193