Stage2 Tie Rod Assemblies

2001-2010 GM 2500/3500HD Trucks (158031000)

Installation Guide

Technical Support (714) 985-4825

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Stage 2 Tie Rod Assemblies

Adjustable ball socket
(preset to “zero” lash)

Dust cap
(Remove)

Tie Rod Ball Stud

Zerk fitting

Lock Nut

Tie Rod length

Outer

Jam Nut

1 1/8"

(5/8”)

Relay Rod wrench flats

Maintenance Instructions

Adjustment to eliminate end-play

Use pliers to secure here

Tighten inner face

Dust cap (Remove)
Installation: Instructions for installation of new PPE Tie Rods to be performed on each side.

Remove front wheels and engine shield.

Step 1: Locate installed tie rods.

Step 2: Remove Lock Nut from outer Tie Rod Ball Stud. Use a tie rod fork tool to remove Tie Rod Ball Stud from tapered hole in Steering Knuckle.

Step 3: Unthread inner Tie Rod End from centerlink.

Step 4: Clean tapered hole and threaded end of center link.

Step 5: Measure length on removed tie rod from inner face to the center of the grease fitting.

Step 6: Using measurement from Step 5, adjust the length of the new PPE Tie Rod assembly to match the length of the old assembly.

Step 7: Tighten Jam Nut to lock length using a 1 1/8” wrench.

Step 8: Apply “red thread locker” and thread in the inner Tie Rod face to centerlink. Torque to 74 lb. ft.


Step 10: Tighten lock nut using a 20 mm wrench. Torque to 48 lb. ft.

NOTE: A 9 mm wrench can be used to secure stud while tightening the Lock Nut.

Step 11: Grease outer Tie Rod end and center link with high-grade lubricant.

Step 12: Perform and confirm proper alignment and clearance. Longer sway bar end links may be required.

Step 13: To adjust toe, use 5/8” wrench on the inner flats if adjustment is necessary.

Step 14: Confirm/tighten set screws on Tie Rod inners.

Step 15: Steering wheel and toe adjustment will need to be adjusted to factory specs with a professional alignment.
DISCLAIMER OF LIABILITY

This is a performance product can be used to increased horsepower above and beyond factory specifications. Additional horsepower creates more stress on the drivetrain components, which could result in drivetrain failure. Note: Legal in California only for racing vehicles which may never be used on the highway.

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