

INSTALLING PSR DRAG LINK

IF TECH SHEET IS NOT FOLOWED WARRANTY WILL NOT BE GIVEN!!!
MUST BE INSTALLED BY A CERTIFIED PERSON.

NOTE: 1 shim front and rear = Approx 5mm change at taper. EG: If 20mm difference in taper - 4 shims reqd in front and rear bolt position

- 1) Remove Wheels.
 - 2) Remove Bash Plate, if fitted.
 - 3) Remove factory steering, drag link and tie rods.
 - 4) Place PSR Draglink into position and locate pitman arm side spindle into pitman arm.
 - 5) Tighten Nut on Pitman Arm ONLY, NO Split Pin.
 - 6) Observe as per FIG 1-2-3 height of spindle taper to add shims as REQUIRED.
 - 7) If taper on idler arm side is "HIGH" of the idler arm (FIG 1-2) shims are required on the BOTTOM front and rear steering box bolts.
 - 8) If taper on idler arm side is "LOW" of the idler arm (FIG 2) shims are required on the TOP front and rear steering box bolts.
- this may require swinging the idler arm out of the way and bringing the idler arm against the drag link to observe height difference.

NOTE: drag link joints do have a certain amount of play, so finding the center of the play is required.
YES these have play in joint, if they didnt they wouldnt rotate!!!! THIS IS NORMAL!!!!!! DONT WORRY!!!!!!

