

## 4WD DUAL STEERING STABILIZER

*READ ALL INSTRUCTIONS THOROUGHLY FROM START TO FINISH BEFORE BEGINNING INSTALLATION*

1. Park the vehicle on a level surface and set the parking brake.
2. Before mounting your new stabilizer, remove any existing steering stabilizer from the vehicle.

**Note:** Some early Ford vehicles have a Y-style tie rod assembly. The dual stabilizer kit cannot be installed unless the tie rod assembly is converted to a T-style. See illustration 1.

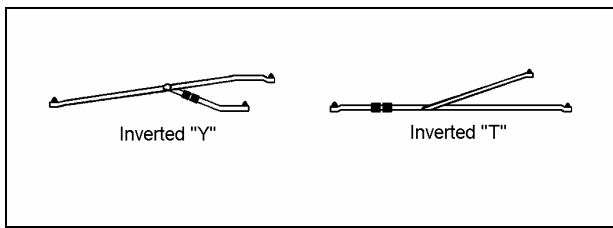


Illustration 1

3. Install boots on the stabilizer shocks. Secure the boot to the shock tube with the enclosed tie wrap and insert the shock collar into the boot slot.
4. Extend the shocks out 1" from fully compressed. Loosely assemble the tube ends of the shocks to the axle bracket and the rod ends to the tie rod bracket with the enclosed grommet kits. See illustration 2.

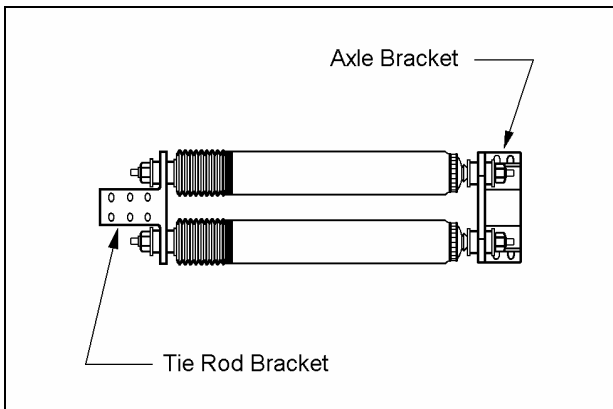


Illustration 2

5. Turn wheels full left for Dodge and Chevrolet. Turn wheels full right for Ford.
6. Attach the axle bracket to the front axle tube on the driver side for Chevrolet and Dodge, and on the passenger side for Ford (7" from differential). Install the U-bolts over the axle tube from rear to front and through the axle bracket. Install washers and nuts but do not tighten.

7. Without changing the length of the shocks, attach the tie rod bracket to the tie rod with the supplied U-bolts. See illustration 3. For Dodge and most Chevrolets, attach the bracket to the rear edge of the tie rod. For Ford and some Chevrolets, attach the bracket to the front edge of the tie rod. Install the U-bolts over the tie rod and through the tie rod bracket. Install washers and nuts but do not tighten.

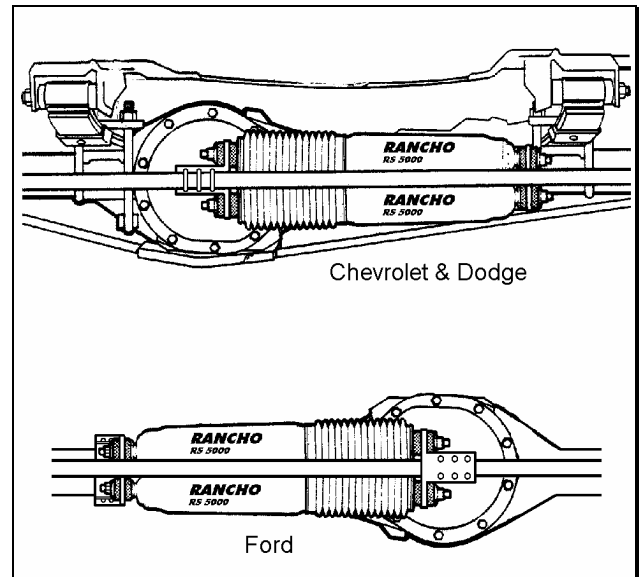


Illustration 3

**Note:** In order to install the tie rod bracket on the front edge of the tie rod, you must remove the bracket from the stabilizer shocks. Once in position reattach the shocks.

8. Tighten the stabilizer shock nuts. Do not compress the grommets larger than the retaining washers.
9. Rotate the axle bracket slightly downward and tighten the U-bolt nuts to specifications. Do not change the length of the shocks (1" extended out).
10. Tighten the U-bolt nuts on the tie rod bracket.
11. Turn the wheels completely in both directions. Verify that the stabilizer shock does not bottom out and that there is no binding or interference with other components.
12. Periodically inspect the assembly for tightness, especially before and after off road use.

