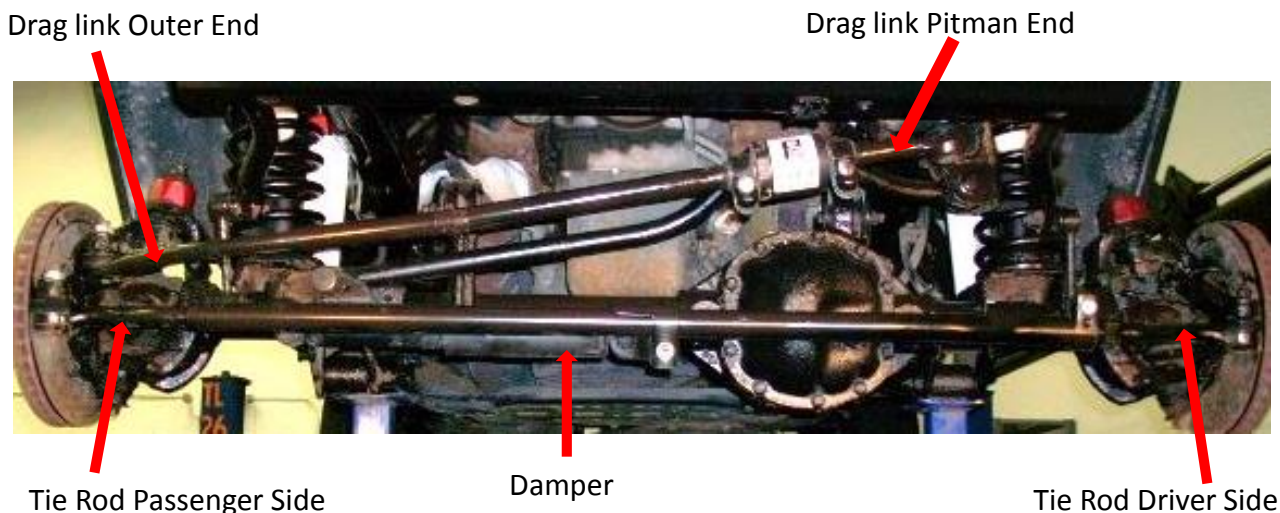


YETI linkage Installation Instructions

How to uninstall the original linkage and install the YETI linkage on your JK Wrangler.

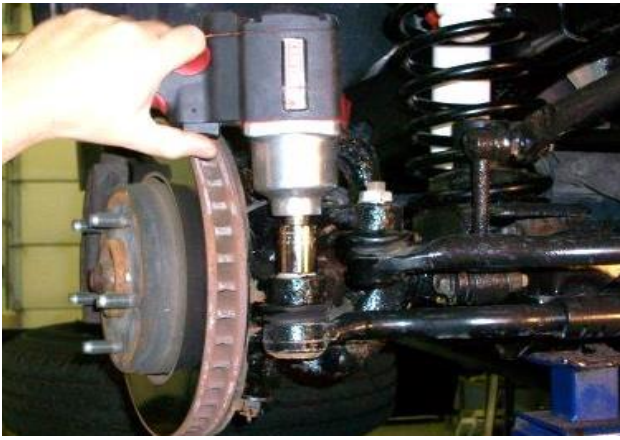


- **See page 5 for special considerations before beginning linkage installation.**
- Tie rod installation: Start at step 1
- Drag link Installation: Start at step 7
- Drag link top mount installation: Start on page 4

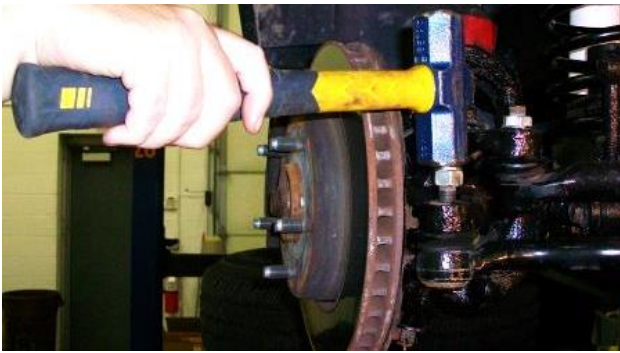
YETI Tie Rod Assembly Installation Instructions



1. Remove the damper from the tie rod steering assembly. **(See page 5 for special considerations before removing)**



2. Loosen, without removing, the ball stud nuts on the tie rod assembly using a 21mm socket.



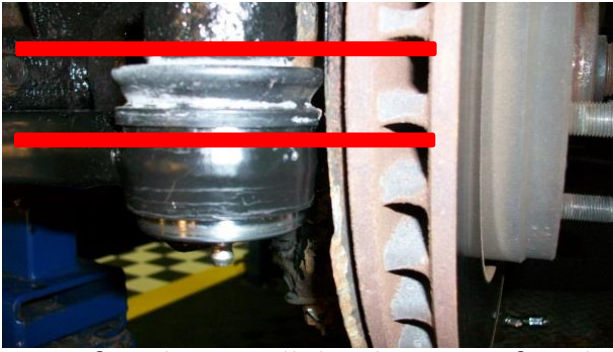
3. Unscrew the nuts until the top of the nut is above the end of the ball stud to prevent damage to the ball stud. Using a hammer, break the two stud tapers loose separating the studs from the knuckles.



4. Once the tie rod assembly is removed, measure the distance between the ball studs. Set the distance of the YETI linkage to match by turning the adjusting tube. This will get you close to the correct toe and wheel center distance. Keep driver side and passenger side tie rod threads equal within 2-3 exposed threads.



5. Remove plastic seal shipping protective covers and install your new Yeti tie rod assembly to both knuckles. Proceed to tighten the ball stud nuts to a torque of 63 ft.-lbs using a 21mm socket.



Top of seal is parallel to bottom of seal with wheels in straight ahead position.

6. Make sure that the articulation on the tie rod ball stud, drivers side, is centered. To achieve this , turn the drivers side tie rod end from one side to the other and then center between the two sides . The seal will look evenly centered when the socket is centered **(IMPORTANT)**. If installing tie rod assembly only, grease all zerks until grease purges around boot seal; wipe off excess grease.

YETI Standard Mount Drag Link Assembly Installation Instructions

7. Repeat steps 2 thru 6 to remove the original drag link assembly and install your new Yeti drag link assembly. Torque the drag link to pitman arm nut to 77 ft.-lbs and the draglink to knuckle nut to 63 ft.-lbs using a 21mm socket. Center the articulation of the drag link at the pitman end of the linkage. To achieve this , turn the pitman side drag link from one side to the other and then center between the two sides. The seal will look evenly centered when the socket is centered. **(IMPORTANT)**



8. After setting toe with the tie rod, and clear vision (straightness of steering wheel while wheels are in the straight ahead position) with the drag link; tighten the clamps on the assemblies to a torque of 40 ft.-lbs using 18mm and 15mm sockets. The Tie rod clamp ears should point toward the ground as shown, while the drag link clamp ears should point towards the front of the vehicle to prevent interference between the drag link and tie rod assemblies during operation. Grease all tie rod and drag link assembly sockets until grease purges around the boot seal; wipe off excess grease. Turn the wheels all the way to the right in order to grease the passenger side drag link socket.

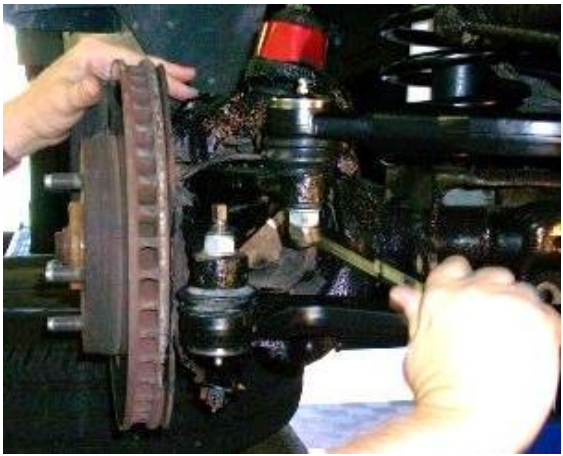
YETI Top Mount Drag Link Installation Instructions



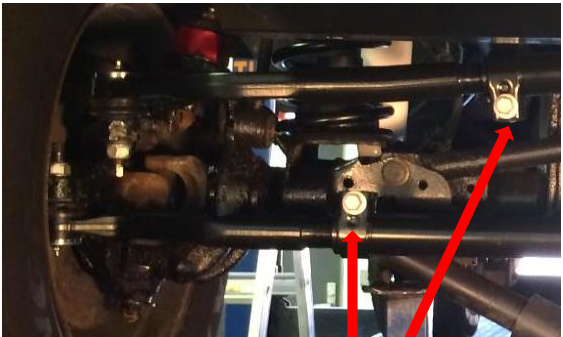
1. If you're installing a top mount draglink using our patent pending reverse taper mount, twist the self-locking tapered sleeve into the bottom of the knuckle mounting hole as shown (The self-locking tapered sleeve is stored between the seal and the plastic seal shipping protective cover on the drag link outer end.)



2. Install the top mount draglink into the knuckle hole from the top side and tighten the nut until the nylock on the nut engages.



3. Hold the hex, using a 10mm wrench, on the end of the ball stud to keep the stud from turning in the socket while tightening the ball stud nut using a 21mm wrench. Tighten until approximately 40 ft. lbs of torque is achieved. Once the 40 ft. lbs of torque is achieved, the nut is to be tightened to 100 ft.-lbs using a 21 mm socket.



Clamps

4. Make sure toe and clear vision (straightness of steering wheel) are set correctly and all nuts are tightened to the specified torque. For the top mount the clamp ears on the tie rod can point up while the clamp ears on the drag link should point towards the ground for greater ground clearance as shown. The last step is to grease both drag link sockets through the zerks until grease purges around the boot seal; wipe off excess grease.

Special Considerations

1. When installing a complete Yeti linkage; install the drag link before the tie rod for easier access to the drag link outer end ball stud nut for tightening.
2. For top mount drag link installation only, it may be necessary to turn the wheels fully right to gain access to the drag link outer end ball stud nut for tightening. If the clearance gained is insufficient, the passenger side tie rod may need to be disconnected.
3. Given the numerous aftermarket configurations, the drag link and tie rod clamp orientations will need to be checked for interference by turning the wheels from full left to full right turn. If interference is found, loosen and turn/adjust the clamps as needed to eliminate the interference.
4. An aftermarket damper assembly kit for an 1 5/8" diameter tie rod is required to replace the original equipment damper.

Torques for all Nuts in Linkage

- Tie Rod Assembly:
 - Driver side – 63 ft. lbs.
 - Passenger side – 63 ft. lbs
- Drag Link Assembly:
 - Pitman side – 77 ft. lbs
 - Knuckle side – 63 ft. lbs
- Drag Link Top Mount Assembly:
 - Pitman side – 77 ft. lbs
 - Knuckle side – 100 ft. lbs
- Adjuster Tube Clamps:
 - Tie rod clamps – 40 ft. Lbs
 - Drag link clamps – 40 ft. lbs