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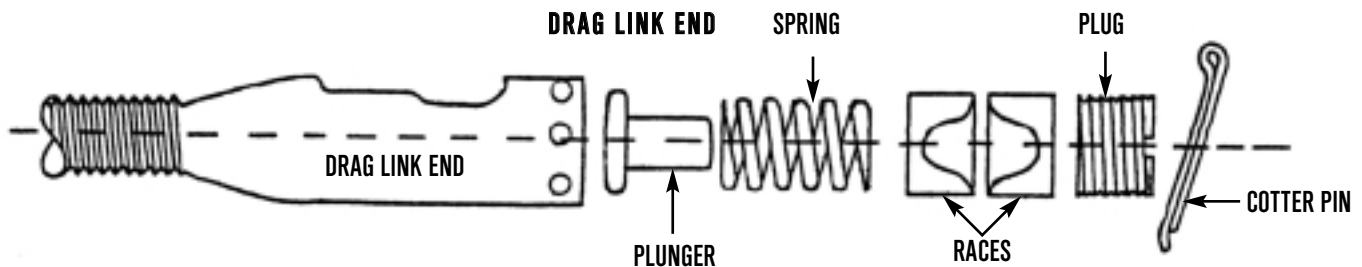
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# INSTALLATION INSTRUCTIONS

## Part # TOY400 Adjustable Dropped Drag Link '79-'85 Toyota with 3" or more

- ❑ Installation should be performed by a professional mechanic. Read these instructions several times before starting, and read each step completely as you go. These parts are intended to decrease angles at the drag link attaching points. The desired end result is to achieve horizontal planes at the drag link-to-pitman arm attaching points.
- ❑ These parts are NOT TO BE USED on vehicles exceeding 7" of suspension lift.
- ❑ Put the transmission in neutral. Position a floor jack under each side of the front axle and raise the vehicle. Place jack stands under the frame a few inches behind the front springs' shackles. Ease the jacks down until frame is resting on the stands. Keep a slight load on the jacks. Put the vehicle in gear or park, set emergency brake and place chocks behind the rear wheels to prevent any possibility of movement. Remove driver's side front tire/wheel.



- ❑ **DRAG LINK REMOVAL:** Remove the cotter pin and plug from each end of the stock drag link. Detach link and retain both rubber dust covers for re-use.
- ❑ **\*\*\*IMPORTANT NOTE\*\*\*** Inspect the ball studs (the link attaching points) for elongation (they should be perfectly spherical), deformations, pits, etc... Be sure the studs are still properly "swedge" fitted (as in "tight") in the pitman and steering arm. Also inspect the steering sector-to-frame attaching points for tightness (37-47 ft./lbs.) and the frame rail for stress cracks. If any problems exist, repair them before proceeding.
- ❑ **CENTERING THE STEERING SECTOR** - The turning radius stop bolts are located on the front axle knuckles. Adjust both stop bolts all of the way in. Turn the steering wheel all the way to the right. Then turn the wheel all the way to the left, counting the number of rotations to full lock. Turn the wheel back to the right half the number of total rotations. The pitman arm/steering sector should be centered and the steering wheel crossbars should be positioned properly. Scribe a line on the pitman arm and sector to note its centered position for future reference.
- ❑ Raise the jacks so the full weight of the truck is on the suspension and the frame is barely off the jack stands. Position the drop link in place (do not bolt it up) and adjust the length accordingly, without moving either the pitman arm or knuckles.
- ❑ **\*\*\*IMPORTANT NOTE\*\*\*** Adjust each end evenly; the more thread contact the better. **DO NOT EXCEED THESE SPECS:**  
**MINIMUM THREAD CONTACT - 1.20"** (checked through slots in tube, so install link with slots facing outward). **MAXIMUM THREAD EXPOSURE - .94"**  
**\*\*Reference - Overall Thread Length = 2.14"**
- ❑ **DRAG LINK INSTALLATION** - Install the old rubber dust covers onto the new link. A hole must be cut into both covers to allow for grease fittings.
- ❑ Prior to installing, be sure all mating points are clean. Connect both ends. Tighten the slotted plugs completely then loosen 1-1/3 turns.
- ❑ The steering wheel will be centered and turning radius equal if your per-adjustment was correct. Some "Fine Turning" adjustments may be necessary. When properly adjusted, install cotter pins and grease fittings. Apply proper chassis lube.
- ❑ Position the clamps approximately 1/2" from each end of the tube body. The clamp/bolt assemblies must be positioned so they will not make contact with any other components while going through the turning cycle. Also be sure the tube body is not rotated. Tighten the self-locking clamp bolt nuts to 23 ft./lbs.
- ❑ Install the tire/wheel. Turn the steering wheel lock to lock and be sure that turning is not obstructed in any way. Adjusting the turning radius stops With the bolts adjusted all the way in, either the end of the sectors actual ability to turn or tire-to-leaf contact will limit turning. Adjust the stop bolt until the bolt limits turning at least 1/2" before tire contact or end of sector radius. Use the same procedure to adjust the other side. The amount of adjustment may differ slightly. Longer grade 8 bolts may be needed. If a tire makes contact with a radius arm, tire damage may occur. This can also increase the possibility of vehicle roll-over. If the steering sector is at full lock and receives a blow, steering linkage and/or steering sector main shaft failure may occur.
- ❑ With the suspension loaded then unloaded (front axle hanging), double check the steering system through its lock-to-lock cycle. Recheck every nut/bolt that has been touched for proper tightness.
- ❑ **ALIGNMENT** - Caster/camber angles nor toe-in settings have been altered by installing these parts. We do suggest that these specifications are checked to ensure proper handling and tire wear.
- ❑ **\*\*\*IMPORTANT NOTE\*\*\*** It is the ultimate buyers responsibility to have all the bolts/nuts checked for tightness after the first 100 miles and then every 10000 miles. Wheel alignment, steering system, suspension and drive line systems must be inspected by a qualified professional mechanic at least every 3000 miles.