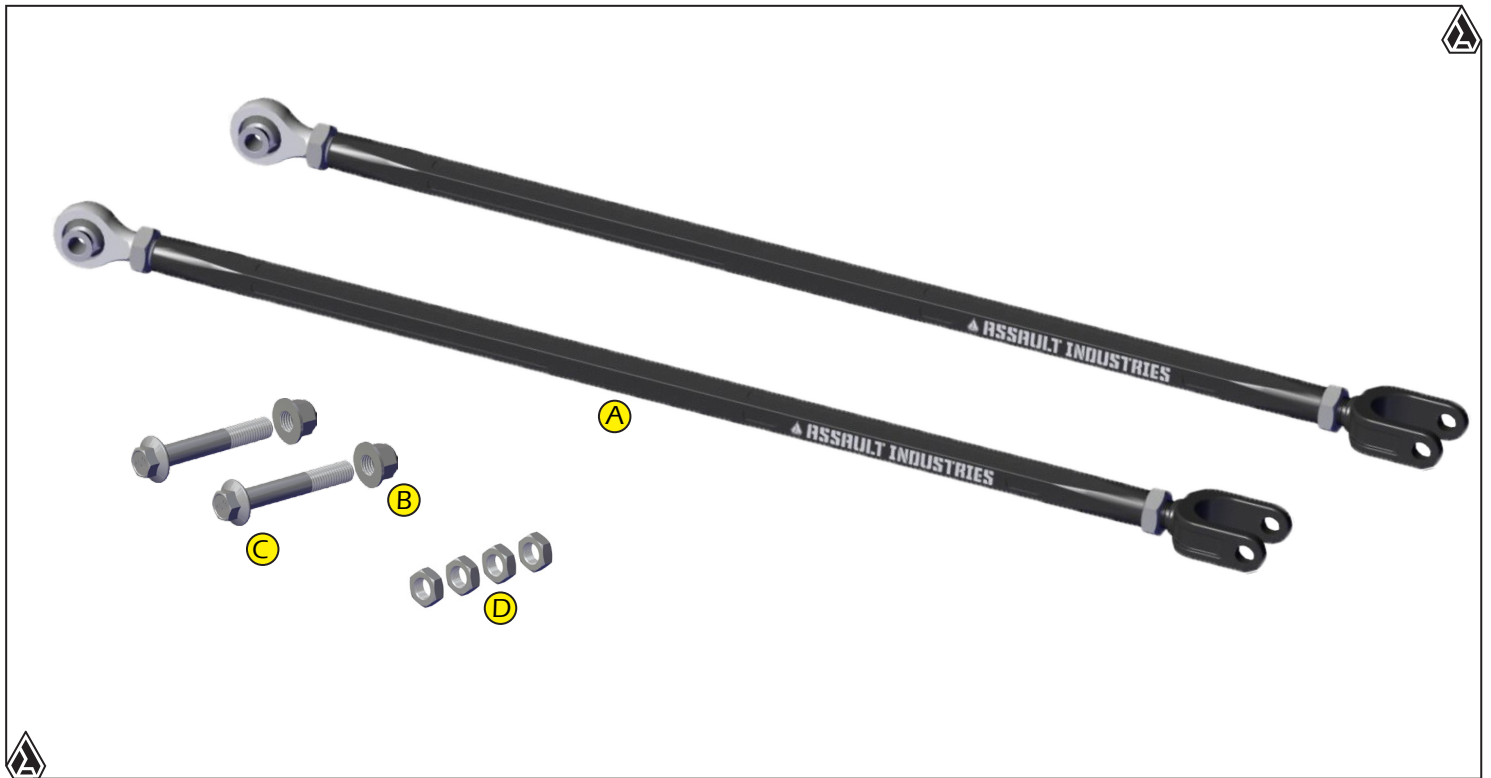


FROM THE TOOLBOX

- ▲ BASIC HAND TOOLS
- ▲ METRIC SOCKET SET
- ▲ TORQUE WRENCH

ITEM	DESCRIPTION	QTY
A	BILLET HEX TOE BAR	2
B	M14 NYLOCK NUT	2
C	M14x90 HEX BOLT	2
D	7/8"x14 JAM NUT	4



THE PLAN

- ▲ First, adjust your New Rod to same length of the factory rod.
- ▲ Remove the Brake Caliper, Rotor & Hub Assy.
- ▲ Remove rear adjust bolt.
- ▲ Remove Front Toe Rod Bolt & remove factory toe rod.
- ▲ Install new toe rod using Factory Front Bolt & Nut.
- ▲ Reinstall Hub Assy onto new rod using New Bolt & Nylock Nut provided in your kit.
- ▲ Reinstall Brake Caliper, Rotor and Axle Nut.
- ▲ Torque all bolts to Factory Specs.

- ▲ MAKE SURE THE MODEL ON THE INSTRUCTION SHEET MATCHES YOUR VEHICLE.
- ▲ DO NOT DISCARD PACKAGING UNTIL PRODUCT HAS BEEN SUCCESSFULLY INSTALLED.
- ▲ BE SURE TO READ ALL INSTRUCTIONS AND ILLUSTRATIONS BEFORE STARTING.

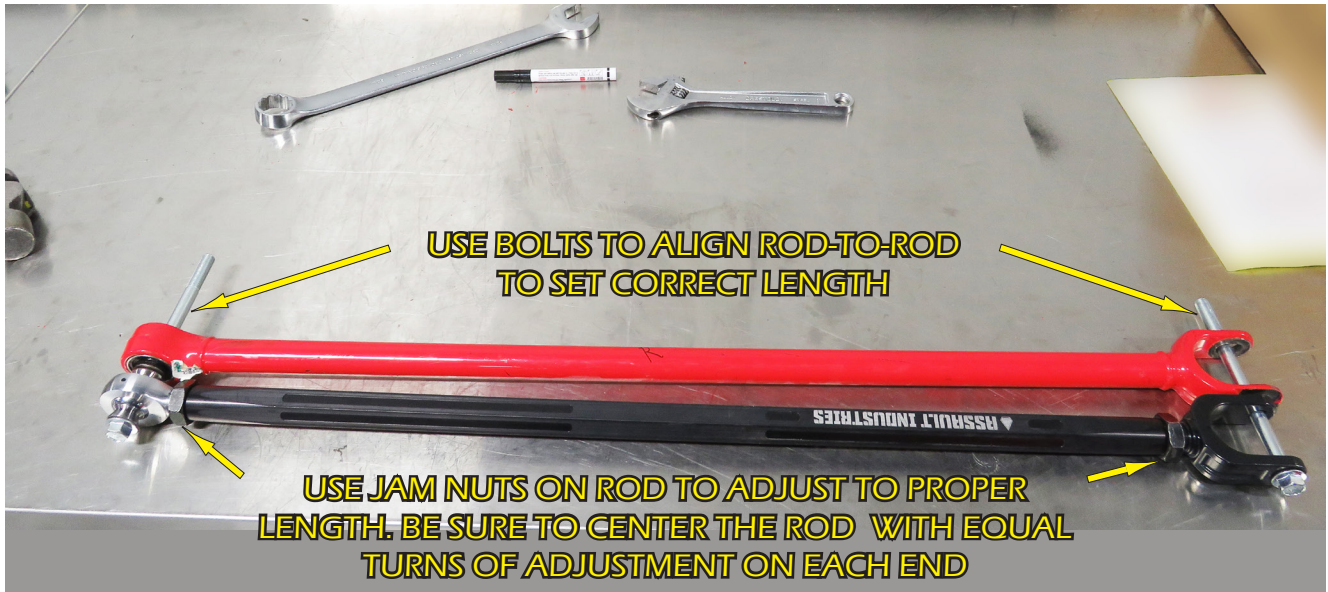


FIG.1

1. First , you will need to adjust the length of the New Rod to the same length as your factory rod. To do this, the easiest way, is to use a long bolt and run it thru one end of both rods, bushing to bushing so you can see the difference of length between the two. See **Fig.1**.

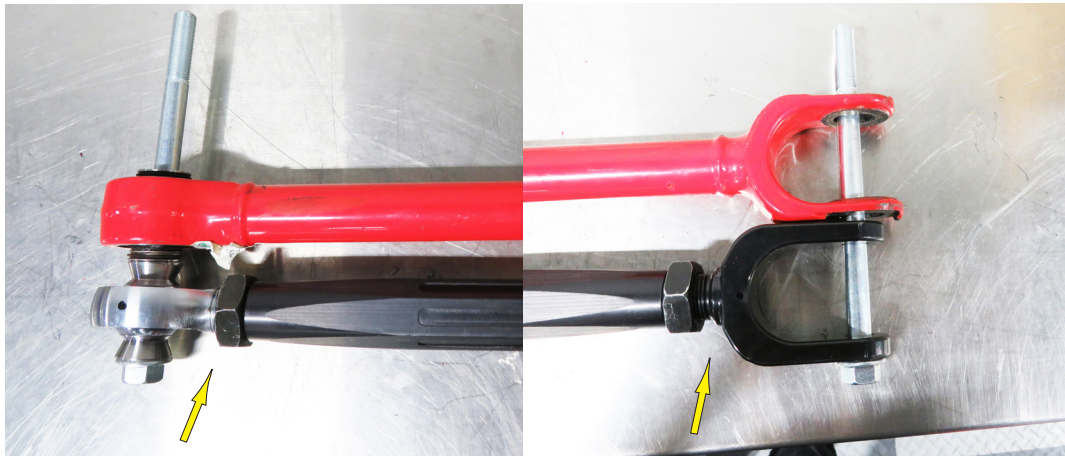
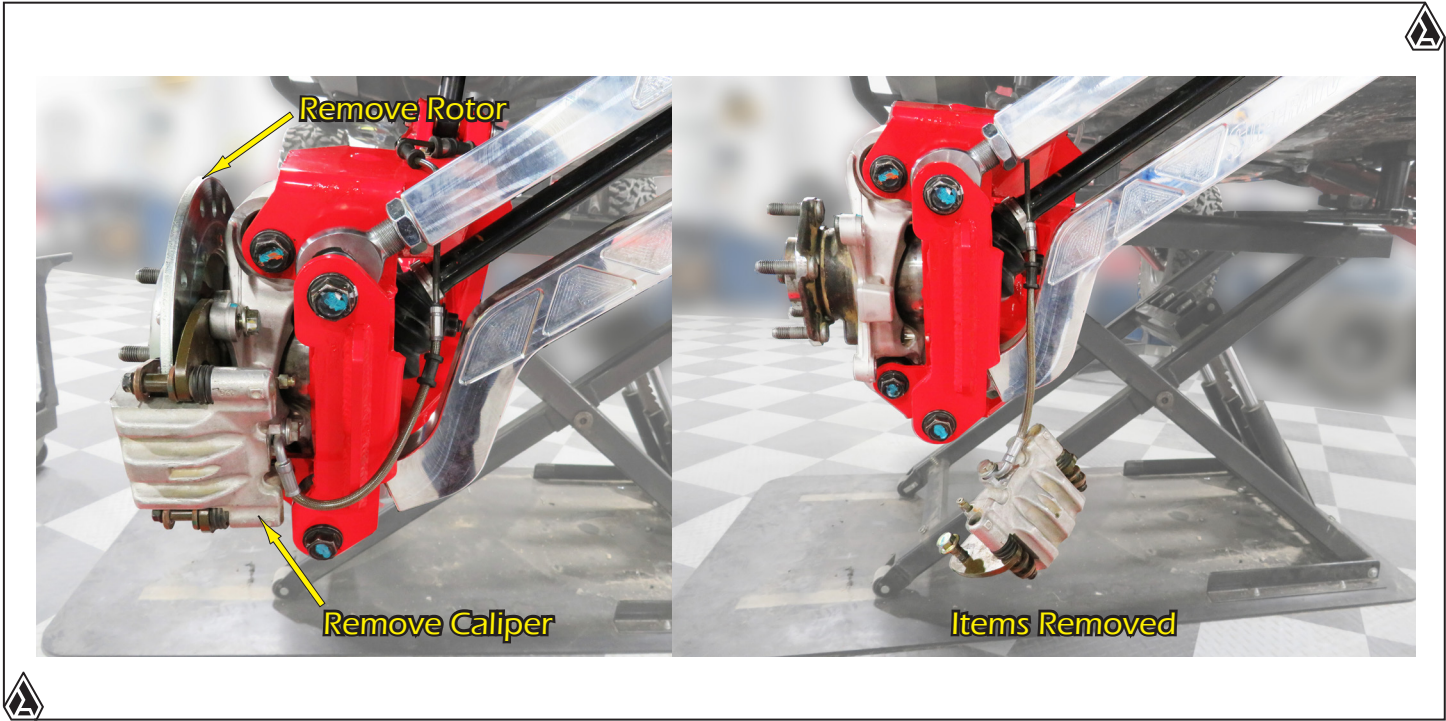


FIG.2

2. Now look at the other end to see the difference and notice how many threads of length you see total, and then split that difference between both ends so you have equal amount of nut turns on each end. (For example: If you have 4 threads of length difference, you will need 2 turns on one end and 2 turns on the opposite end to equal the total 4 turns of length difference) See **Fig.2**.

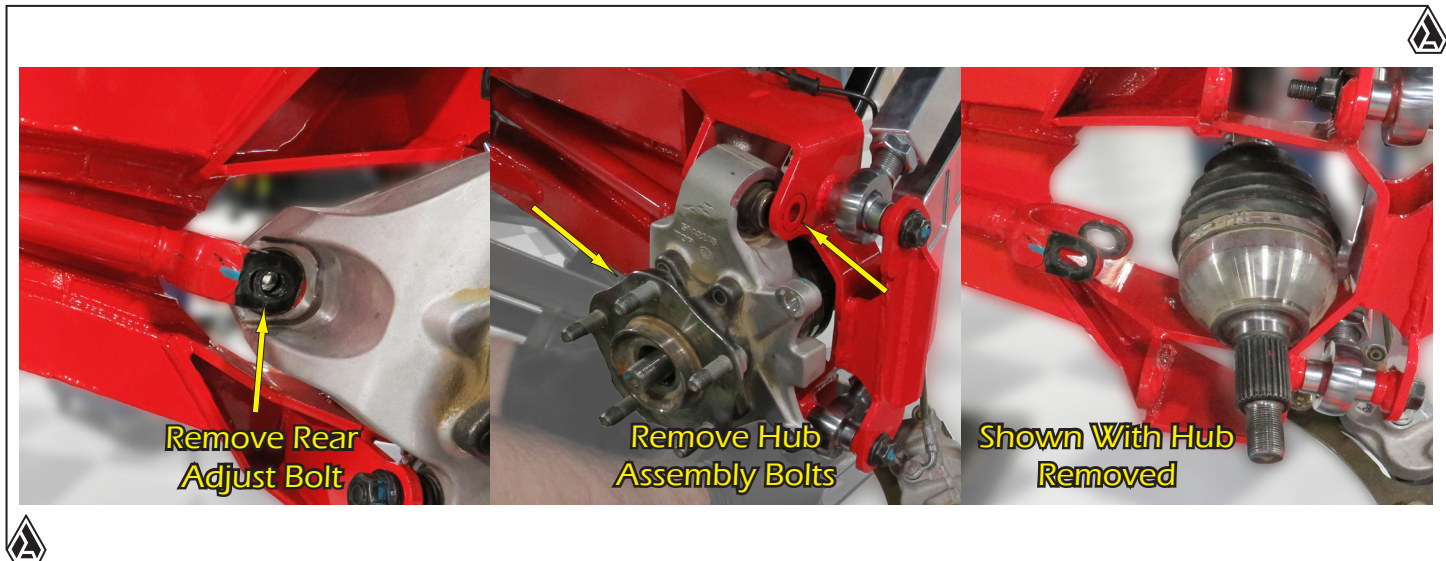
This should center the rod equally between the ends. You can then put another bolt thru the other end to see if they match up bushing to bushing on each end. See **Fig.1**.

Before the installation, you will need to raise the side you are working on up off the ground using a secure jack and jack stands. Remove the wheel and clear the working area of any obstructions or potentially hazardous conditions.



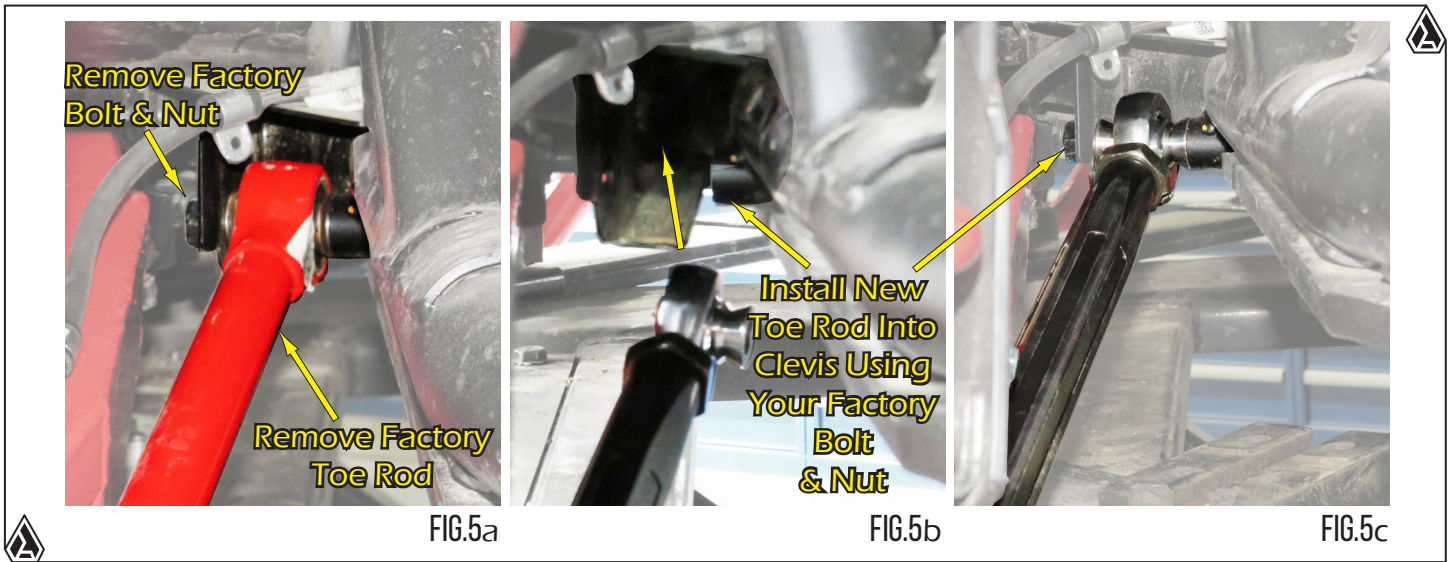
3. First, removed the Brake Caliper bolts and remove Caliper. Then remove the Brake Rotor from the machine. See **Fig.3**.

FIG.3



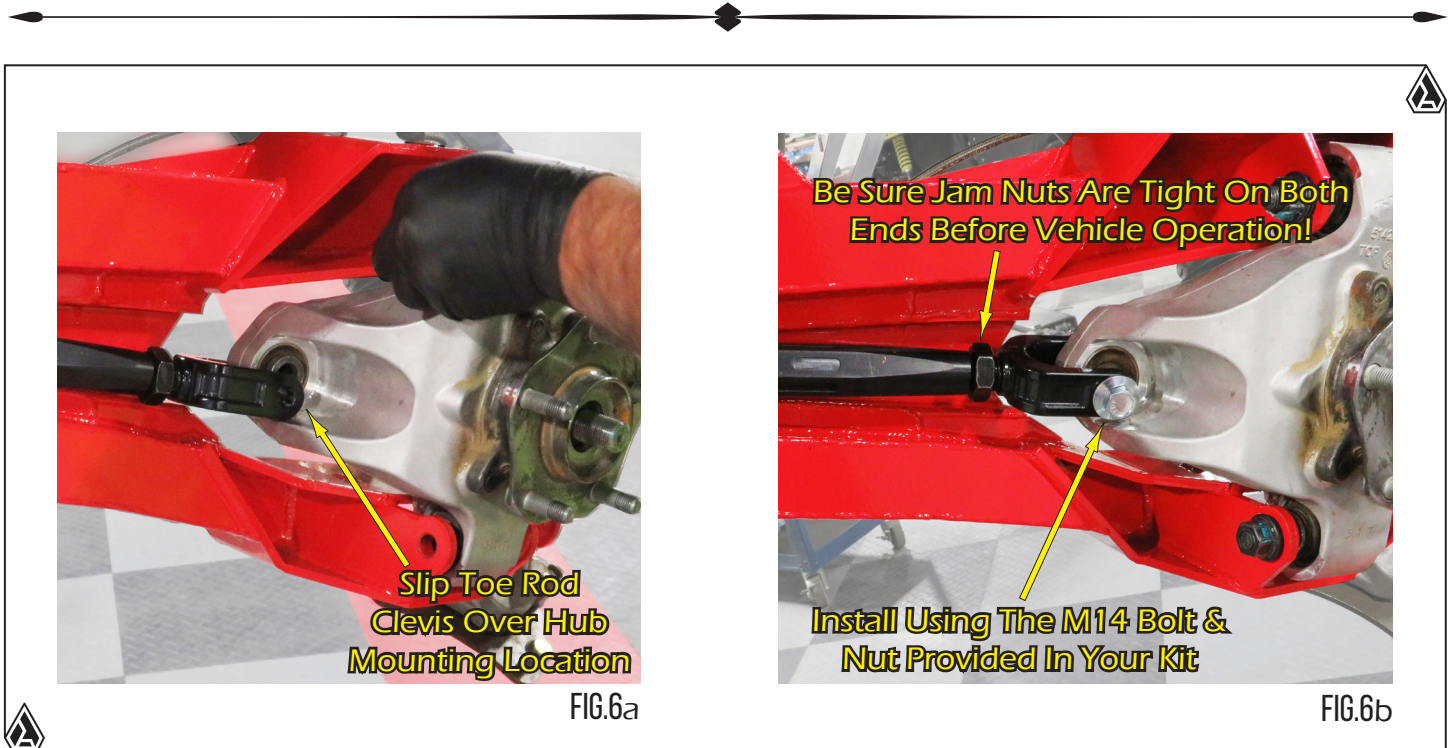
4. After the Caliper and Rotor have been removed, remove the Rear Adjust Bolt holding the factory toe rod to the Hub, then remove the bolts holding the Hub Assembly on and then remove the Hub from the machine as shown in **Fig.4**.

FIG.4



5. Now, remove the front bolt of your Factory Rod from the clevis, and remove Factory Rod from machine. Keep both bolt and nut as you will be using it to install your New Rod.

6. After you have removed the Factory Rod, you can now install your New Rod into the front clevis and install using your Factory Bolt and Nut. See **Fig.5a-c**.



8. Now slip the rear rod clevis onto the brake hub as shown in **Fig.6a**, and install your caliper back onto the machine using your factory hardware, then, with the **New M14 Bolts & Nuts** provided in your kit, install the New Toe Rod to the Hub as shown in **Fig.6b**.

IMPORTANT: BE SURE JAM-NUTS ARE TIGHT BEFORE VEHICLE OPERATION!

9. After Toe Rod and Hub are installed, reinstall the Rotor and Caliper and secure all hardware.

MAKE SURE THAT ALL BOLTS AND NUTS ARE TORQUED TO FACTORY SPECIFICATIONS AND ARE SECURE. PLEASE CONTACT ASSUALT INDUSTRIES FOR QUESTIONS REGARDING SPECIFICATIONS OR ANY OTHER QUESTIONS YOU MAY HAVE. THANKS!



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