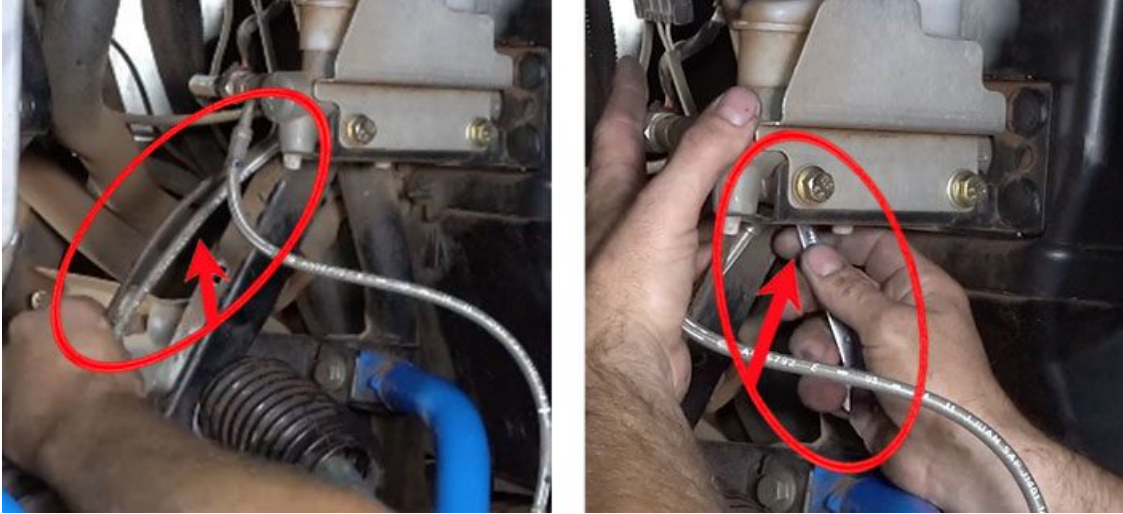
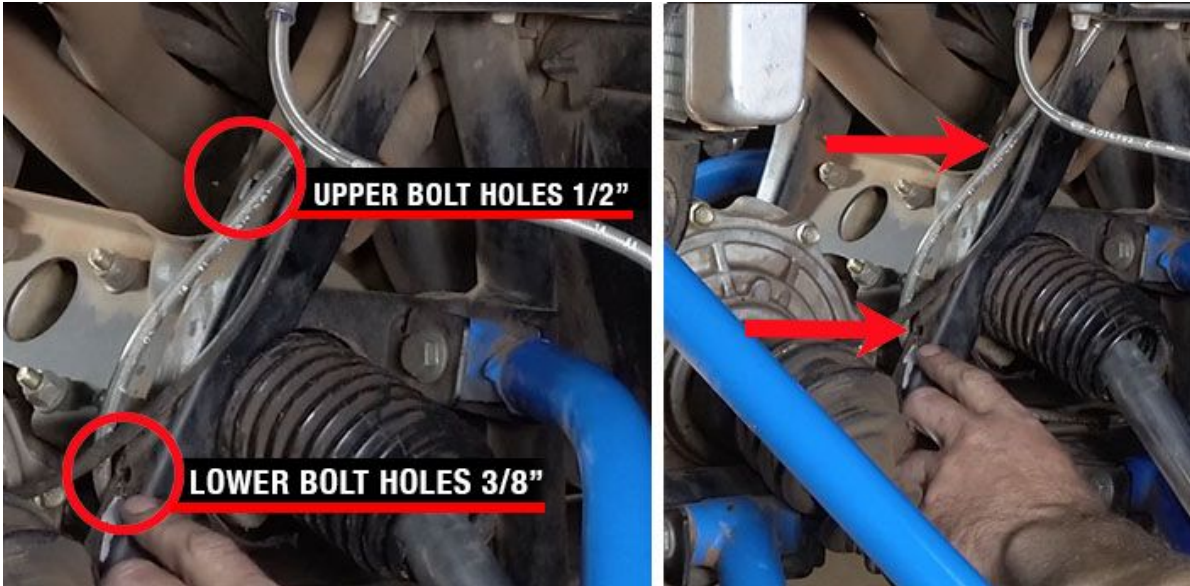


INSTALLATION INSTRUCTIONS

STEERING RACK STABILIZER INSTALLATION



STEPS	INSTRUCTIONS
1	Using a jack lift the front of the car and place jack stands securely underneath frame.
2	Remove the stock tie rod end assembly from both sides
3	<p>Before opening up the frame holes, you can either trap the brake hose to fit behind the body of the stabilizer -OR- using a 12mm wrench on the banjo bolt that holds the brake hose to the master cylinder, you can loosen, rotate, & tighten the bolted put the brake hose on the outside of the frames body.</p> 
4	<p>With bellow boots still on UTV, open up the pre existing upper and lower frame holes with a drill to fit the hardware.</p> 

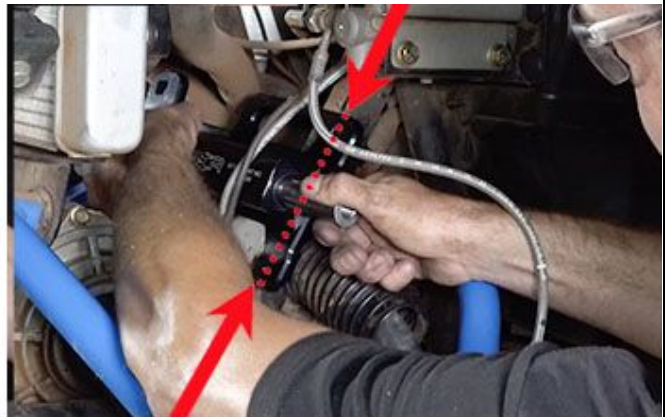
****TIP****

If you have a carbide burr drill, it will be easier to remove the fascia of the UTV first to get a better angle.



5

Slide in the RCR Stabilizer and line it up with the drilled holes onto frame. Then fit hardware into holes



6

Now that the body of the stabilizer is mounted to the frame, it's time to remove the existing tie rods. If you have factory equipment, cut the zip tie on the inbound side and remove it. The reason of this, is because It's going to expose the inner ball joint that is threaded into the steering rack, which is provided with notches where you can knock it loose with a 1 1/4 " wrench, or a pipe wrench on the ball joint. Both sides of the rack are right hand threads. Right to tight, left to lose.

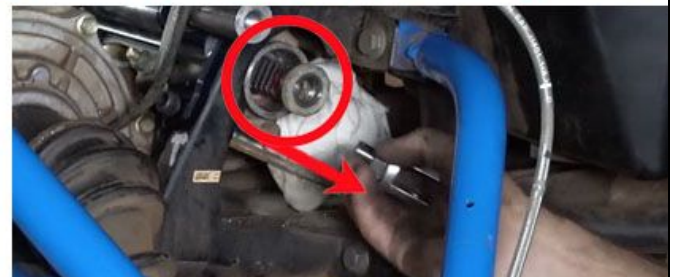
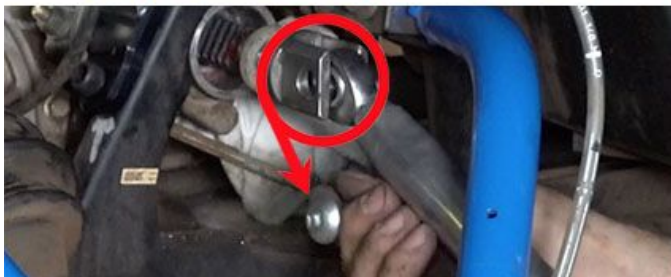
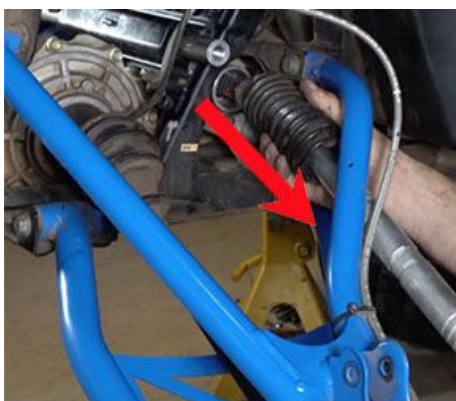
REMINDER

It's important you do as minimal damage on the bellows boots because they will be reused with the stabilizer equipment later on during the installment.

1 1/4" WRENCH FACTORY EQUIPMENT PIPE WRENCH



If you have the aftermarket tie rod ends, it will be up to your discretion on what tools are required for removal. Slip the bellow boots off and remove the clevis pin to expose the steering rack threads.

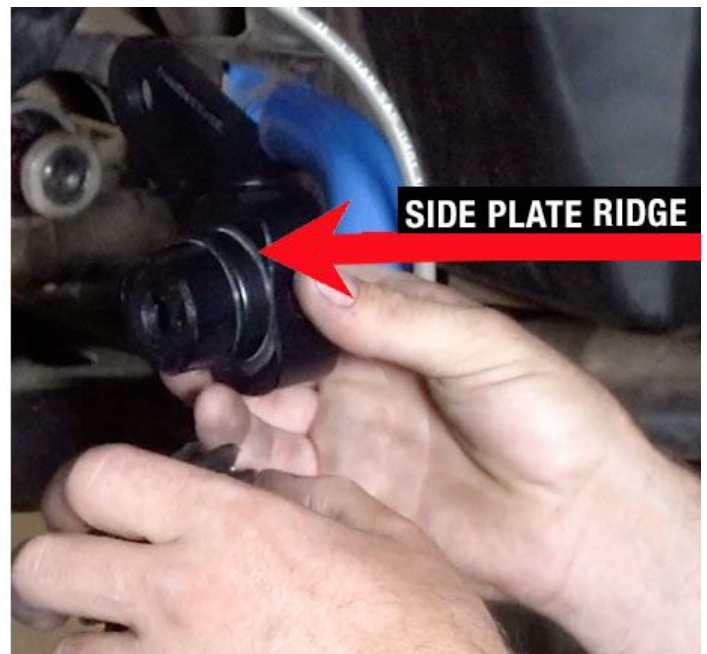


7

Once bellow boots are off, you are going to trim them down to fit the inbound side plate. Keep in mind there is a right and left bellow boot -. Unless you have an aftermarket boot. There is also a right and left side plate, they are engraved on the inside as “passenger side” and “drivers side “. Match the correct boot to the side plate.



Use a pair of office stationery scissors to trim the boot down to the first low valley spot in the bellow. Leave yourself a little bit of lip in the bellow to make sure the retainer stays on. The side plate also has a ridge to help assist the below stay on the retainer.

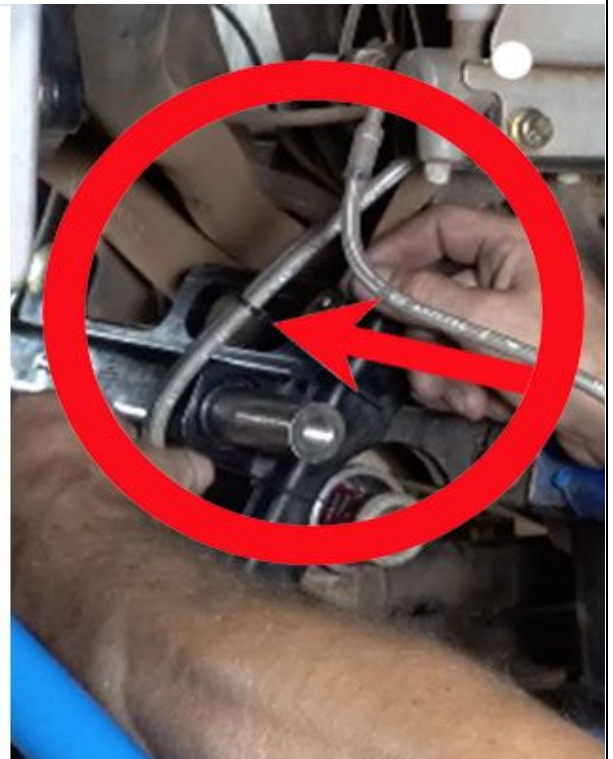
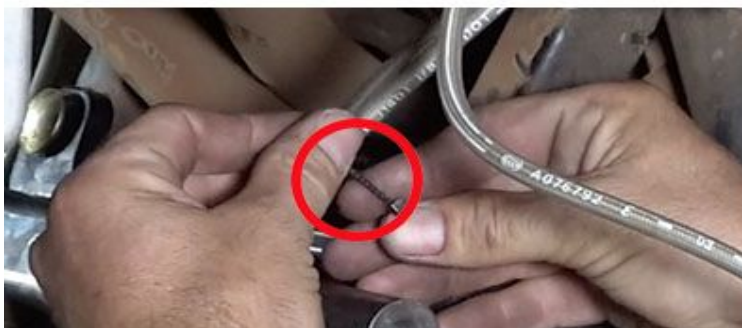


****TIP****

To make sure your bellow has a secured seal on the side plate, you can use a double wrap mechanics wire.

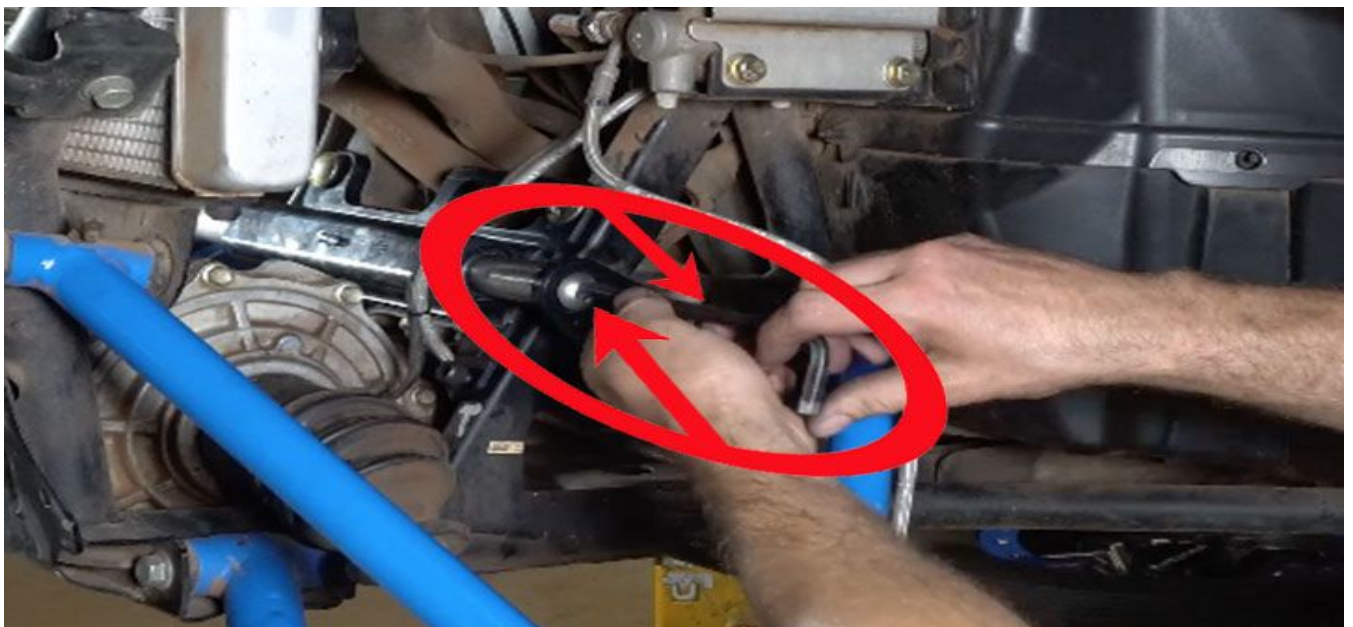


- 8** Before installing the side plates, it's recommended tie or bind the steel braided brake hoses together with zip ties. This was they don't pushed on by the inbound slide plate moving left and right.



9

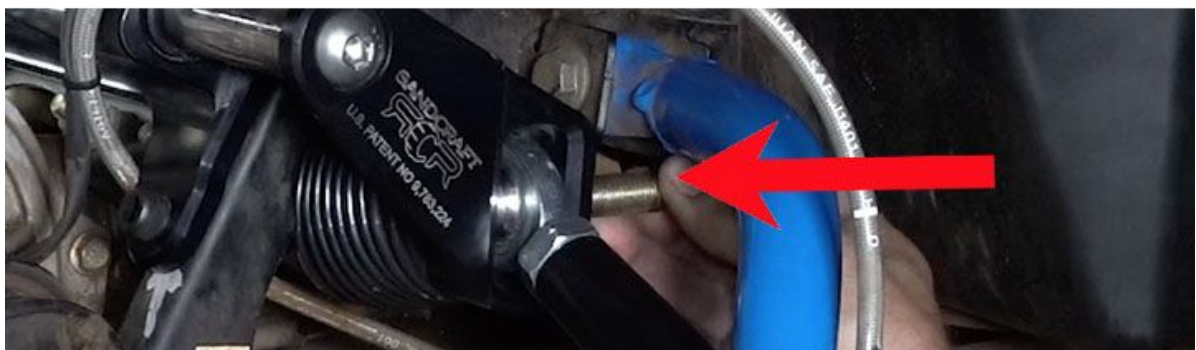
Now its time to install the side plates with connected bellow boots. Depending on what year you order the kit, the hardware for the slide plate will be either 12 mm or 14 mm Allen. Use a 8 mm Allen Wrench for the stabilizer bolt and be sure to put on the red lock tight before installing.



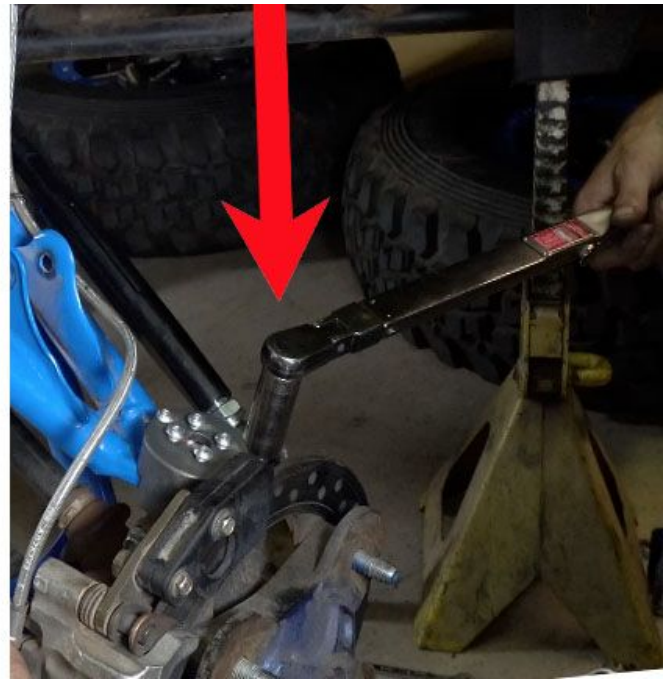
10 The tie rods that come with the kit have opposed heim joints in them, meaning one is left thread pitch and one is right thread pitch. A line is engraved into the tie rod and the nut also has an etched mark, to note that is for the left hand thread pitch. It doesn't matter which tie rod is inbound and out, but if you put the left on the inbound side then you will know which way to rotate the tie rod.
Some vehicles have a tie rod where you need to disconnect it to make an adjustment, but by doing it this way, you are able to make wheel alignment with all the equipment installed on the vehicle.



The slide plate is where the inner tie rod end retainer will go. There is a machined surface where you will not need a wrench to maintain the bolt on the back side. The slide plate will hold the nut in place and the bolt will be installed through the back pointing forward.



11 When ordering your kit you will need to specify what kind of travel you have on the vehicle. The 2014's offer a regular straight shank through the end of the spindle, where as all the other vehicles have a taper seat to where it meets the side plate. Your pin is notched for a 17 mm wrench to assist in tightening it. All the fasteners for the tie rods are locking nuts so there is no lock tight required. Do a final torque of 46 lbs. on the hardware



12 Then repeat for the other side of vehicle

13 Double check all work and test drive

14 After 500 miles re-torque and double check all hardware as settling may occur