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IMPORTANT: READ THIS PAGE BEFORE INSTALLATION!

Requirements for Linkage Fit and Function

1. Yeti JK Extreme ball studs are designed to be attached to steering knuckles with stock sized taper holes. If using an aftermarket knuckle, make sure the taper hole has the same dimensions as the stock taper hole. Attaching the linkage to an oversized or undersize knuckle taper hole may cause ball stud failure, or premature socket wear out, or failure taper lock.
2. Given the numerous aftermarket configurations, the draglink 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. The clamps must be located in the clamp positioning grooves (sections at each end of the tube with a smaller diameter) before re-tightening.
3. Torque all nuts as specified throughout instruction and on page 7.
EXCESSIVE OVER TORQUE OR UNDER TORQUE COULD CAUSE LINKAGE FAILURE.
4. An aftermarket damper bracket assembly kit for an 1 5/8" diameter tie rod tube is required to replace the original equipment damper bracket.

Special Considerations

1. When installing a complete Yeti JK Extreme linkage; install the draglink before the tie rod for easier access to the draglink knuckle end ball stud nut for tightening.
2. For top mount draglink installation only, it may be necessary to turn the wheels fully right to gain access to the draglink outer end ball stud nut for tightening. If the clearance gained is insufficient, the passenger side tie rod may need to be disconnected.
3. While tightening the linkage ends into position, make sure the top of the boot seal positions itself around the spacer on the ball stud and does not get pinched between the faces of the spacer and knuckle/pitman arm.
4. A professional wheel alignment is recommended for setting toe and steering wheel alignment.

YETI JK Extreme linkage Installation Instructions

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

Draglink Knuckle End

Draglink Pitman End



Tie Rod Passenger Side

Damper

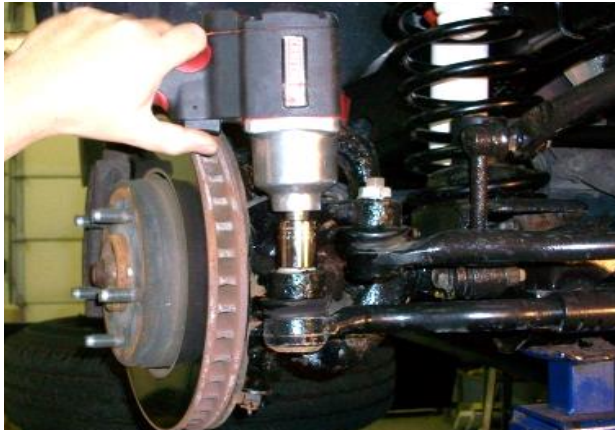
Tie Rod Driver Side

- **See page 1 for special considerations before beginning linkage installation.**
- Tie Rod Installation: Start at step 1
- Draglink Installation: Start at step 7
- No Drill Draglink Top Mount Installation: Start on page 5
- Griffin XD Attenuator Upgrade: Start on page 6

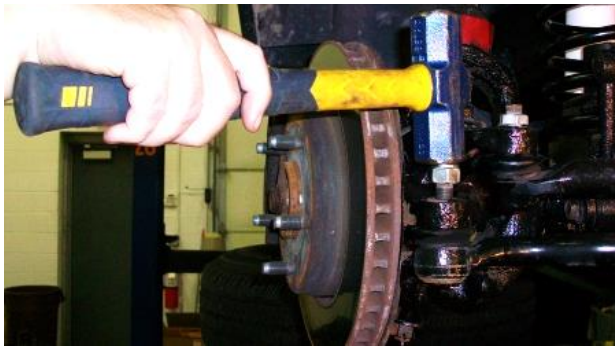
Tie Rod Installation Instructions



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



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



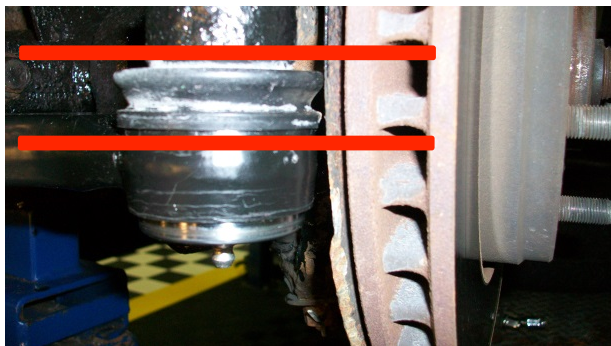
3. Unscrew the nuts until the top of the nut is above the end of the ball stud to prevent damage to the ball stud. Using a hammer, break the two stud tapers loose separating the studs from the knuckles.



4. Once the tie rod assembly is removed, measure the distance between the ball studs. Set the distance of the YETI XD 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 JK Extreme tie rod assembly to both knuckles. Proceed to tighten the ball stud nuts to a torque of 63-67 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. Torque clamp bolts to 40-45 ft. – lbs.

Draglink Bottom Mount Assembly Installation Instructions

7. Repeat steps 2 thru 6 to remove the original draglink assembly and install your new Yeti draglink assembly. Torque the draglink to pitman arm nut to 77-82 ft.-lbs and the draglink to knuckle nut to 63-67 ft.-lbs using a 21mm socket. Center the articulation of the draglink at the pitman end of the linkage. To achieve this , turn the pitman side draglink 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 draglink; tighten the clamps on the assemblies to a torque of 40-45 ft.-lbs using 18mm and 15mm sockets. The Tie rod clamp ears should point toward the ground as shown, while the draglink clamp ears should point towards the front of the vehicle to prevent interference between the draglink and tie rod assemblies during operation. Grease all tie rod and draglink 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 draglink socket.

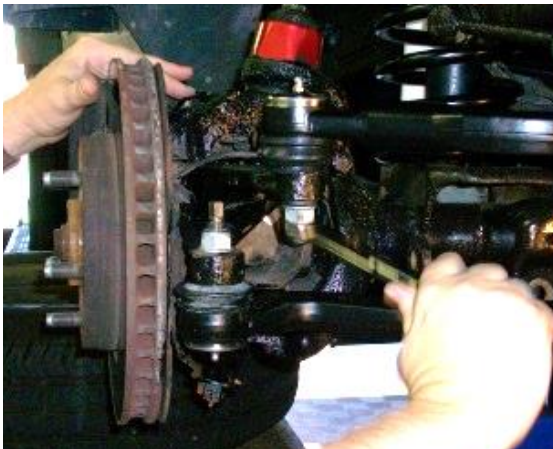
Draglink No-Drill Top Mount Installation Instructions



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 **100-110 ft.-lbs (Very Important)** using a 21 mm socket.



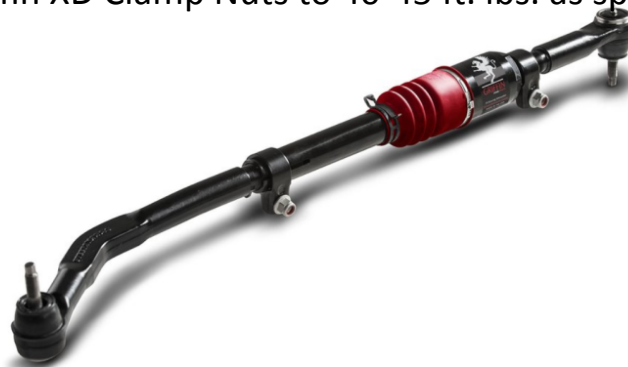
4. Make sure toe and clear vision (straightness of steering wheel) are set correctly and all nuts are tightened to the specified torque. For the top mount the clamp ears on the tie rod can point up while the clamp ears on the draglink should point towards the ground for greater ground clearance as shown.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

Clamps



Installing the Steer Smarts Griffin XD Attenuator Upgrade in the Yeti Extreme Draglink

- Loosen the draglink adjusting tube clamp nuts.
- Disconnect the draglink from the passenger side knuckle.
- Remove the adjusting tube assembly.
- As shown below, thread the Griffin XD Attenuator onto the Draglink Pitman End and thread the Draglink Knuckle End into the Griffin XD Attenuator until approximately three threads are engaged on each side.
- Turn the Griffin XD Attenuator while supporting the Draglink Knuckle End to adjust the draglink length until the Draglink Knuckle End Ball Stud fits into the knuckle hole.
 - The draglink should be as long as it was prior to inserting the Griffin XD Attenuator with equal thread engagement on both sides within 3 threads.
- Re-assemble the Draglink Knuckle End to the passenger side knuckle. Re-torque the ball stud nut to the required torque specified on page 7 depending on which type of draglink is installed.
- Check steering wheel straightness/levelness. If steering wheel is not level turn the Griffin XD Attenuator until it is.
- Torque the Griffin XD Clamp Nuts to 40-45 ft. lbs. as specified on page 7.



Torques for all Nuts in Linkages

- Tie Rod Assembly
 - ❖ Part Number: 78065001
 - Driver side – 63-67 ft. lbs.
 - Passenger side – 63-67 ft. lbs
- Draglink Bottom mount Assembly
 - ❖ Part Numbers: 78064001, 78070001, & 78070002
 - Pitman end – 77-82 ft. lbs
 - Knuckle end – 63-67 ft. lbs
- Draglink Top Mount Assembly for Aftermarket Reversed Taper & Drilled Knuckles
 - ❖ Part Numbers: 78066001, 78072001, & 78072002
 - Pitman end – 77-82 ft. lbs
 - Knuckle end – 63-67 ft. lbs
- Draglink No Drill Top Mount Assembly
 - ❖ Part Numbers: 78063001, 78071001, & 78071002:
 - Pitman end – 77-82 ft. lbs
 - Knuckle end– 100-110 ft. lbs
- Adjuster Tube Clamps
 - ❖ Part Numbers 07098001 & 07098002
 - Tie rod – 40-45 ft. Lbs
 - Draglink – 40-45 ft. lbs
 - Griffin XD Attenuator – 40-45 ft. lbs



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STEER SMARTS
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