



KRYPTONITE

HARD CORE STEERING ★ SUSPENSION PRODUCTS

SS SERIES CENTERLINK AND TIE ROD PACKAGE

IMPORTANT! READ THE INSTRUCTIONS BEFORE INSTALLATION!

A professional front end alignment will be required after installation is complete!

It is important to read all instructions from start to finish beginning installation. If these instructions are not properly followed suspension and tire damage can result.

Vehicles with oversized tires should check ball joints, pitman and idler arms every 2500 to 5000 mile for excessive wear, replace as needed. We offer a wide range of heavy duty lifetime warrantied steering and suspension parts at kryptoniteproducts.com.

The parts in this kit are pre-greased at shipment, do not over grease!
Damage to boots may occur. Damage resulting from improper installation will not be covered under warranty!



Parts Included;

- Kryptonite SS Series Centerlink
- Kryptonite Death Grip Tie Rods

Tools Required;

- Floor Jack and Jack Stands
- Torque Wrench
- Large Hammer
- 15,18,19, and 21mm Deep Socket
- Puller Tool

1. If there is an existing skid plate and shroud at the front cross member of the vehicle, underneath the front of the engine, they should both be removed with a 15mm socket to access the pitman and idler and set aside for reassembly later.
2. Remove the nut holding the outer factory tie rod to the spindle with a 19mm wrench. Using a hammer, tap on the spindle shaft to free the tie rod from the spindle.
3. Remove tie rods from spindles. If the truck is equipped with a steering stabilizer, remove bolt from the frame with an 18mm socket and box wrench.
4. Unscrew the factory lock nuts that hold the centerlink to the pitman and idler arms, using a 21mm deep socket. Keep to the side.
5. With a puller tool remove the factory centerlink from the pitman and idler arm.
6. Pick up your new Kryptonite SS Series Centerlink, take notice of the tapered holes and that one side of the centerlink has 1 additional hole for the steering stabilizer.
7. Install onto Pitman and Idler arms with the steering stabilizer hole towards the passenger side of the truck. reuse factory lock nuts and torque to 46 ft-lb.

NOTE: If you are installing a Pitman Idler Support Steering Brace Kit as well, please refer to the installation instructions provided with that kit.

Continued on back

Instructions Continued

8. Apply the provided anti-seize to the threads of your tie rod ends where they enter the threaded tie rod connector body to prevent future corrosion.

9. Now looking at your new Kryptonite Tie Rod assemblies. Identify your inner and outer ends for install. Outer tie rods ends (Steering knuckle side) Should always be the left hand thread side of the tie rod. The left hand thread side is identified by the small notches in that side of the tie rod body, and the jam nut. Place the right hand thread side (No Notch) into your new SS Series Centerlink. Then place the Left Hand side (With Notches) into your steering knuckle. IF THIS IS NOT DONE PROPERLY FAILURE OF THE TIE ROD END CAN RESULT.

*Customers with 2011-2019 trucks take note. Incorrect placement of the tie rod ends can cause contact with the frame mounted lower bump stop. If the smaller right hand thread side tie rod end is not properly seated into the tapered centerlink opening, your tie rod can contact this bump stop. Bump stop modification is NOT required for installation. Please reference the instructions, and check proper installation of the side specific tie rod ends. Damage to powdercoat, and parts failure due to incorrect installation will not be covered under warranty.

10. Once tie rods ends are properly placed and seated into both the centerlink and the steering knuckle. Torque the tie rod end stud nuts to 46 ft-lb.

11. Adjust the tie rods with the tie rod connector body to make fine toe alignment changes. Once toe adjustments are set by a professional alignment the tie rod body jam nuts should be torqued to 200 ft-lbs.

12. Your new Kryptonite Death Grip tie rods come pre greased with Chevron Ultra EP, Re-grease at every oil change. Do not overfill dust boots, rupture can result.

13. At full wheel droop, make sure the sway bar does not contact the Tie rods, or centerlink. Cycle steering in both directions to check clearances. If the tie rods of centerlink contact the sway bar longer end link may be required. Please contact Kryptonite customer service for more details.

14. Have your truck professionally aligned using the below specifications!

The Kryptonite Upper Control Arm have additional positive caster built into them to increase drivability and performance. So it is important to be sure the control arms are installed on the correct side of the truck. It's also important to make your alignment technician aware that if caster is high, that is how the control arms have been designed.

Cross caster is important in making your vehicle track straight down the road. Most roads have crown in them, high in the middle for water runoff. The Crown will make your vehicle want to pull to the right. Vehicles with stock tires have a narrow contact patch on the road and are not as affected as a truck with a larger wider tire. With larger wider tires it's important to have cross caster proper in order for the truck to track straight on these roads. Duallys have more tire on the ground and require more cross caster. The length of the wheel base will also affect the caster needed.

Generally, crew cab short and long bed trucks perform best at .8 degrees of cross caster. Duallys at .9-1.0 degrees of cross caster. Your area might have roads that are crowned more or less than average so these numbers may change and your alignment tech should understand this. If your alignment technician is stating they can't align your truck, that usually means they are unable to get the truck within factory spec, and that's fine because your truck is no longer factory. A good tech will understand this and let caster run slightly out of factory spec. (Caster should always be above 2 degrees positive) while maintaining cross caster needed for the vehicle and roads. Enjoy your truck and new Kryptonite Upper Control Arms!

(Kryptonite No Fine Print Lifetime warranty)-Kryptonite steering and suspension components are warrantied for life to their original purchaser. This warranty is against any manufacturer defects, premature wear or breakage. Race it, jump it, off road it, sled pull it, wreck it, lift it, level it, lower it, I think you get it? We don't care. If you can break it we will replace it. Kryptonite products must be purchased from an authorized dealer.