

PETROWORKS

OFF-ROAD PRODUCTS



Petroworks Z Bar Eliminator Kit

The Petroworks High Steering Kit replaces your stock steering Drag Link, Tie Rod and adds a new steering arm to the upper right knuckle.



Installation time is about 1hr.

With car on level ground and the wheels centered remove the drag link (bar from the pitman arm to the drag link). A pickle fork usually helps to break the connections. The shafts are taped hence the tight fit.

Then remove the Tie Rod (Bar connecting the right and left steering knuckles) Again, a pickle fork will help this process.

On the right knuckle remove the 4 12mm bolts holding in the top king pin. Also remove the 2 bolts 17mm holding the brake caliper in place.

Take the cast iron steering arm provided in the kit and the support bracket and place them against the brake backing plate with the steering arm facing towards the front of the car and the “Made In Canada” writing facing inboard, then mount the support bracket in place, and install the new brake caliper bolts and 4 new king pin screws and tighten. See Pics





The kit contains a new tie rod and drag link with 2 left thread and 2 right thread rod ends. The rod ends will only fit on 1 end of each rod. Screw the rod ends in and leave them loose.

Then install the drag link to the pitman arm, and the other end into the cast iron steering arm with the tapered end going down through the rod. Then install the castle nuts and tighten firmly and install the new cotter pins and bend the ends.

Install the drag link into the original mounting location with the tapered pushing UP through the stock knuckle arms. Tighten the castle nuts and install the new cotter pins.

Do not tight the jam nuts yet.

At this point you may want to eye up the front alignment and tighten things down and take the car to get a frontend alignment.

If you have someone to help you then you can do a frontend alignment. The front wheels need to be about $\frac{3}{4}$ " TOE IN.

Find a fixed point on each tire the front and the rear. You can mark the tires if you like with chalk or magic marker. Measure the distance between the two points on both the front and rear of the tire (3 and 9 O'clock postions as you look at the tire from the side). The inside or front (3

O'clock) position should be $\frac{3}{4}$ " shorter than the rear (9 O'clock) position. You can turn the tie rod Towards you or Away from you to pull the wheels in or out. Once you have reached $\frac{3}{4}$ " TOE IN you can tight the jam nuts.

If you did not move the steering wheel, pitman during the installation process you can get pretty close eyeing up the length on the Drag Link and just tighten up the jam nuts. But if so, they you can twist the rod Towards you or Away from you to move the steering left or right to center up the box. Then tighten up the Jam nuts. To further straighten up your steering wheel you can remove it from the column and just center it up.

