



S10 No-Notch / No-Toe Steering System Installation Notes

****Parts are for Off-Road or Show use only****

- **DO NOT** install this kit if you don't feel qualified to do so. Have it installed by a qualified professional or send it back to Little Shop MFG.
- The outer tie rods and idler/pitman shafts have been preassembled using medium strength thread locker. Also use thread locker on the two 3/8-16 bolts included to retain the inner tie rod mounts. Torque these bolts to **25 ft-lbs**.
- Torque the four M12-1.75 nuts at the spindle and idler/pitman arms to **45 ft-lbs** using a standard torque wrench. **DO NOT** use an impact gun on these.
- **Confirm that the inner heim joints are facing the rear of the truck when installed.** If they are facing the front of the truck, the centerlink is installed **backwards**. You can reference the image below for proper install.



- The kit is shipped with the inner and outer tie-rods bottomed out at an equal depth. This is the proper starting position when bolting the kit on. After it is bolted on, turn the tie-rod so that both rod ends are threading out equally. With the steering wheel straight, both sides should show a relatively similar amount of threads during alignment. If they do not, it's possible that the steering column has been installed 180 degrees rotated in the double D shaft, or that something on the chassis is bent.
- In some cases, the threads of the factory outer tie-rod ends may pass through your spindles whereas the included tie-rod shafts cannot. This is due to minor machining differences in various spindles. To remedy this, simply chase the spindle holes with a 31/64 (.484) drill. The amount of material removed will be negligible, and it will allow the straight portion of the included shafts to pass through without issue.
- In rare cases, certain combinations of control arm brands, drop spindle brands, and a particular alignment position can cause a tie-rod to contact and the pitman or idler bushings. If yours contacts in this area, you can place a 5/8 washer between the rod end and the centerlink (like McMaster PN [96582A432](#)). This will gain a small amount of clearance in the area shown below. **It is critical that you use threadlocker on the allen bolts when you retighten them.**



For any questions or suggestions, email: info@littleshopmfg.com

