



## No Notch / No Toe Steering System Early Shaft Replacement

**NOTE:** Do not attempt this work if you don't feel qualified to do so. Have the job done by a competent mechanic or return the parts to Little Shop.

After early production of our No Notch/ No Toe steering systems prior to May 2011 we found better ways of machining and heat treating the 4 shafts included in the kit. These later style shafts are available for all of those who purchased these kits early on, which is the first 102 customers. 3 shafts are offered free of charge: 2 tie rod shafts and the steering arm shaft. For an additional amount you can get the matching idler arm shaft as well, although it is not critical from a functional standpoint. All shafts ship for free.



1 & 2

Loosen the allen bolt retaining the steering arm bushing. If both bushings are being replaced, then loosen the allen on the idler arm side also. If the idler arm shaft is staying in place, then unbolt the idler from the frame to allow the centerlink to drop down.



### 3 & 4

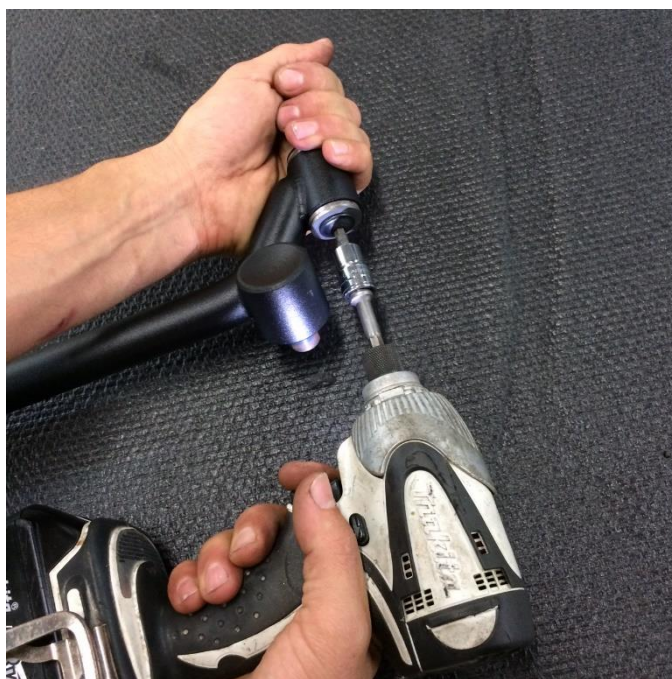
Loosen the nut on top of the steering arm (and also the idler if it is being replaced). The nut should be ran up until it is flush with the end of the shaft, then it can be tapped out with a brass hammer. Remove the outer tie rods from the spindles to allow the steering kit to be removed completely. Once the system is free from the vehicle, a 2 inch long 3/8 – 16 bolt can be threaded into the bottom of the shaft in order to hammer it out of the bushing.



### 5 & 6

The bronze bushing will need to be chamfered so that the new shaft fits all the way down into it, and no space can be seen between the flange of the new shaft and the bushing. After this is done, remove the bushing and slide 1 of the supplied teflon washers onto the shaft. (If your parts didn't come with teflon washers, proceed to the next step).





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It's very important that this step be followed exactly. Each shaft must be fit with each bushing. With 1 teflon washer in place, insert the new bolt and the existing stainless washer and tighten the assembly. The shaft should be able to spin when the allen bolt locks down on it. **It's imperative that the bolt does not lock down against the bronze bushings.** If it does, the teflon washer can be removed and the bolt tightened back up again. If the bolt and washer still lock down on the bronze bushings before tightening against the end of the shaft, then it may be necessary to sand the bronze bushings with 80 grit sandpaper and a block, until the bolt and washer lock down on the shaft as intended. If the bolt locks down on the shaft but it is loose, then a second teflon washer can be added to the assembly.

This process may take a few tries but it's critical to the safe operation of the system. Repeat all the same steps on the idler side, if it is being replaced.



**8 & 9**

With the shafts properly fit, the new allen bolt must have medium strength threadlocker applied and tightened back into the bushings with the stainless washers in place. The centerlink can then be reinstated into the steering arm and the idler arm reattached.



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The outer tierod shafts simply need replaced with the new parts. It may be necessary to hold the original shafts in a vise in order to break loose the old allen bolts. Threadlocker **MUST BE USED** on the new bolts during reassembly.

Contact [orders@littleshopmfg.com](mailto:orders@littleshopmfg.com) with any questions or concerns regarding this swap.